

# The Mining Journal

## AND COMMERCIAL GAZETTE.

No. 154.—Vol. VII.]

LONDON: SATURDAY, AUGUST 4, 1838.

[PRICE 6<sup>d</sup>.

**SHARES IN VALUABLE AND IMPROVING MINES, RAILWAYS, &c.**  
**MR. C. WARTON'S NEXT PERIODICAL SALE** of the above description of property, will take place, by AUCTION, at the Mart, Thursday, the 16th of August, at Twelve o'clock, and will include SHARES IN SEVERAL IMPORTANT MINES of established consequence, and paying DIVIDENDS every two months, which are rapidly rising in value; and Shares in Scrip Companies, Railways, Public Institutions, &c. Particulars may be had in due time at the Mart, and of Mr. C. Warton, Auctioneer and Agent for every description of Mining Property, No. 38, Threadneedle-street.

**VALUABLE MINING PROPERTY.**  
**MR. KIRKMAN WILL SELL, by PUBLIC AUCTION,** in the Large Room at the Mining Office, 12, Pancras-lane, Cheap-side, on Tuesday, 5th day of August inst., at Twelve o'clock (unless previously disposed of by private contract), a variety of SHARES in the most promising and important MINES in CORNWALL, including

**TRESEAVAN,**  
which has yielded and paid such amazing dividends.

**NORTH ROSKEAR,**  
which is rapidly increasing in public estimation, and paying dividends with regularity.

**MARAZION,**  
in full operation, and from which large dividends may be relied upon.

**EAST POOL AND RELISTIAN,**  
of which are now making large returns, and promise to be as productive and stable as any now working.

as in Italian Beagle, Trevasus, Polbreon, Ferran Consols, South van, South Polgoth, British Silver Lead, Harmony and Montague, Trewoivas, Burgess, West Wheel Jewel, Treleigh Consols, Cornwall United Mining Association, Providence Mine (St. Ives), Wheal Providence, Gwinear, and many others.

Printed particulars may be had seven days previous to sale, on application to Kirkman, Mine and Mineral Estate Agent; at the Mart; and of his Agents, in the principal towns in Cornwall.

Shares in the above and other mines, at all times for Sale by Private Contract, 12, Pancras-lane, August 2.

**MARINE STEAM-ENGINE.**

**TO BE SOLD BY AUCTION,** on the premises of Messrs. C.

Girdwood and Co., Glasgow, on Wednesday, the 15th August, 1838, the principal CASTINGS and MATERIALS of a MARINE STEAM-ENGINE, consisting of

enders of seven-six inches diameter, and intended for a seven feet stroke; cylinder bottoms and covers; air pump, bored; pistons; bed plates; paddle centres; double iron pillars; cranks; side shafts, cross shafts; straps; &c. &c.

For further particulars and inventories apply to

**MEIN and JOHNSTON, Accountants,**  
129, Ingram-street, Glasgow.

**VALUABLE COAL PROPERTY.**

**MR. LEIFCHILD** has received instructions to offer for SALE,

by Private Contract, an extremely valuable COAL PROPERTY, in South

Leicester, affording a most advantageous situation for Copper Works, and the

Advantage Coal being in the immediate neighbourhood, combining a highly important

advantage for the erection of furnaces for iron. The mineral is worked at a

level within the distance of a mile from the shipping place of an extensive

rigable river, and communicating by easy and cheap conveyance with another

rate port in the principality. The Coal, which is bituminous, is universally

proved; and the property, which possesses many sources of certain profit,

is a rare and eligible opportunity to capitalists and others wishing to embark

in manufactures requiring the use of coal. A full descriptive particular, with

a plan of the estate, may be seen by principals applying at Mr. Leifchild's offices, 45,

Abury, London.

**TO BE SOLD, PURSUANT TO AN ORDER** of the High

Court of Chancery, made in a cause entitled **THE ATTORNEY-GENERAL**

**RAINBRIDGE**, with the approbation of William Wingfield, Esq., one of the

Justices of the said Court, at the Royal Hotel, Ashby-de-la Zouch, in the county

Leicester, on Tuesday, the 28th of August, 1838, in Four Lots, upwards of 224

**ACRES** of valuable COAL, situated in the several lordships of Snibson,

Whitton-on-the Heath, Hugglescote, and Whitwick, in the County of Leicester.

The Railway from Leicester to the Swannington and Whitwick Collieries, called

Leicester and Swannington Railway, runs between and near to some of the lots.

Printed particulars, with a plan of the property, may be had (gratis) at the said

Justices' Chambers, Southampton-buildings, Chancery-lane, London; of Messrs.

Stall and Sons, Solicitors, New Row, Court, Lincoln's Inn, London; Messrs.

By and Towle, Solicitors, Castle Donnington, Leicestershire; Messrs. Twigg

and Woodhouse, Civil Engineers, Ashby-de-la-Zouch, Leicestershire; and at the

Office of Sale.

**HEAD MINES, in the COUNTY of AYR.—TO BE LET,**

and entered on immediately, the LEAD MINES, Old and New, in AFTON

OR, near New Cumnock, in the county of AYR. The old works were drained

to a considerable depth by a main adit, or day level, and several shafts which,

though not at present accessible, could again be revived by a judicious application

of skill and capital. By the new works two veins have been opened up, and Lead

of a superior quality has been found. The veins wrought at present are level

and easy. One of the foreheads is forty fathoms from the surface, and a depth of 100

fathoms may be acquired by the present level. The ground and present workings

have been examined by engineers of eminence and experience, who report the

works as very encouraging.

The works may be examined on application to Mr. Ballantine, at the Mines, by

snock, where the Lead will be seen in store. Specimens of the Lead will also

be shown by Messrs. Hunter, Campbell, and Co., W.S., Edinburgh; and by Messrs.

Ed and Geddes, Mining Engineers, there; either of whom will receive offers for

lease or a Lordship on the outport of Lead, in the proprietors' option, as is usual

in Edinburgh, June 22.

**SHARES FOR SALE, IN MINES PAYING TWENTY**

**PER CENT. PER ANNUM**—viz.: 3/34ths in Tresevan, 1/80th in Levant,

with North Roskear, 1/70th in Wheal Bodnick, and 1/120th in East Pool. Also

shares in the Marazion, Hallenbeagle, Wheal Providence, and the Providence

Consols, South Towan, United Hills, Wheal Seton, Trevasus, Carzise, Copper Bot

on, Wheal Osborne, Wherry Mine, Treleigh Consols, Tamar Consols, West Wheal

Harmon, and Wheal Harmony and Montague.

Shares bought or sold in all the Cornish mines (specimens of ores seen), and

as inspected by men of well-known celebrity, on application (if by letter, post)

to W. TASSER, Junr., Mine Agent and Share Broker, (from Redruth, Corn

wall), at his offices, 50, Threadneedle-street, London.

August 3.

This day is published, price 6s. cloth, lettered,

**NORTUNE'S EPITOME of the STOCKS and PUBLIC**

**FUNDS**; containing every necessary information for understanding the

of the Securities, and the Manner of transacting Business therein: to

which is added, a COMPLETE GUIDE to the FOREIGN FUNDS. Fourteenth

edition.

By JOHN FIELD, Junr.

A clever and useful work. "Times, May 10.

In conveying this information there is no book-making, no pedantry, no super-

erfluous verbiage, no embarrassing statements or mystifying calculations; all is

simple, lucid, concise, and truly business-like."—Morning Herald, May 24.

A perusal by the stockholder, or those intending to employ their capital in

foreign loans, will be well repaid by the varied information afforded."—Mining

Journal, July 25.

London:—SHERWOOD, GILBERT, and PIPER, Paternoster-row; and LETTS and

Co., Cornhill.

On the 6th instant will be published,

**LONDON GRAND JUNCTION RAILWAY.**

**SECOND LETTER TO**

The most noble JOHN DUKE OF BEDFORD

The most noble JOHN MARQUIS CAMDEN

Right honourable CHARLES LORD SOUTHAMPTON

Right honourable GEORGE LORD CATHORPE.

By ROBERT M'WILLIAM.

Sold by R. S. Kirby, 20, Warwick-lane. Price 2s. 6d.

**NATURAL HISTORY SOCIETY.**

Transactions of the Natural History Society of Northumberland, Durham, and

Newcastle-upon-Tyne.

**THE TRANSACTIONS of the NATURAL HISTORY**

**SOCIETY**, Vol. 2, Part 2 (completing the Vol.) containing—Buddle on the

Island Accident, and on a Place of Deposit for Mining Records—Hon. Mr. Lid-

on the Young of Salmon—Professor Turner on the Fire-damp of Coal Mines—

on the Natural History of the County of Sutherland—Sopwith on the Mining

district of Cumberland—Dunn on the Gravel Bed in the St. Lawrence Colliery—

on Fresh Water Shells—Witham on the Coal of Cockfield Fell—Johnston's

description of Hatchelline found in Urquhart Colliery—Richardson on the Composition

of Coal. Illustrated with plates. Price £1 1s.

A few copies still remain on hand of the former Parts, and may be had of

Emerson Charney, publisher to the Society; or Longman and Co., London.

Newcastle: printed by T. and J. Hodgson; and published by Emerson Charney.

London: sold by Longman and Co.

**THE PATENT SAFETY FUZE,**

for BLASTING ROCKS in Mines, Quarries, and for Submarine operations.

This article affords the safest, cheapest, and most expeditious mode of effecting this

hazardous operation. From many testimonies to its usefulness with which the

manufacturers have been favoured from every part of the kingdom, they select the

following letter, recently received from John Taylor, Esq., F.R.S., &c. &c.

I am very glad to hear that my recommendations have been of any service to you.

I have been given from a thorough conviction of the great usefulness of the Safety

Fuze; and I am quite willing that you should employ my name as evidence of this.

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVY, Cam-

bridge, Cornwall.

### SWANSEA HARBOUR IMPROVEMENTS.—CONTRACT

No. 1.—CONTRACTORS for PUBLIC WORKS desirous of Tendering for the

Excavation of the Waste Water Cut for the River Tawe, and other works con-

ected therewith, may inspect the plan, sections, and specification, and form of

Tender for the same, on and after Tuesday next, the 17th instant, between the

hours of ten and four o'clock, at the Office of the Harbour Trustees, Swansea, or

that of the Engineer, H. H. Price, Esq., 4, Parliament-street, London; and all

Tenders must state the nature of the security offered, and be delivered personally,

sealed and directed, to the Chairman of the Trustees of Swansea Harbour, before

twelve o'clock on Monday, the 6th of August.

Swansea, July 12.

S. PADLEY, Clerk to the Trustees.

### GLASGOW, PAISLEY, KILMARNOCK, & AYR RAILWAY.

TO RAILWAY CONTRACTORS.

The Directors of this Railway will meet at their Office here on the 15th day of

August next, at Twelve o'clock noon, to receive TENDERS for executing the fol-

lowing CONTRACTS on the line:—

Contract No. 10.—Being that part of the line extending from Moss-street, Paisley,

to a Peg marked No. 27, near to the Linwood-road. The length is 2700 yards, or

thereabouts, and the contract will include the Cuttings and Embankments, which

are considerable, and about Eight Road and other Bridges, with Fencing, Laying

the Rails, and otherwise completing the Lot.

Contract No. 11.—Being that part of the line extending from the Peg marked

No. 27, to a Peg marked No. 57, at the Town of Johnstone. The length is 3013

yards, or thereabouts, and the contract will include, besides a considerable extent

of Cutting and Embankment, Three Bridges over the Canal, and about Nine Road

and other Bridges, with the Fencing, &c., as in Contract No. 10.

Or, at the option of contractors, both these contracts may be embraced in one

tender.

The plans, sections, and specifications, with drafts of the contracts, will be seen

here, or at Messrs. Grainger and Miller, Engineers, Edinburgh, on and after the

1st day of August next, and the Resident Engineer will be at the Saracen's Head

Inn, Paisley, on the 6th and 7th August, at Ten o'clock forenoon, to accompany

contractors' along the line.

Security will be required for the proper execution of the contracts, and the di-

rectors reserve power to accept of any tender, whether it be the lowest or not.

13, Gordon-street, Glasgow, July 11.

J. H. HUMFREY, Secretary.

### SOUTH-EASTERN RAILWAY.—Tunbridge Division.—Con-

tract A.—The Directors will meet at the Office of the Company, 10, Coleman-

street, London, on Tuesday, the 4th day of September next, at half-past One in the

afternoon precisely, to receive TENDERS for the EXECUTION of the WORKS

comprised in this contract. The earth works consist of between 300,000 and 400,000

cubic yards of cuttings, to be carried to embankments at the average distance of

one mile. The other portion of the contract will comprise certain parish road and

accommodation bridges, culverts, and drains, and the fencing of the line of railway

lying between the Hastings turnpike-road at Tunbridge, and the public road at

Tadley. The whole will be let by a schedule of prices to be tendered for all the

various kinds of works as measure works.

Plans and specifications of the works, with conditions of tender and contract,

will be ready for inspection, and printed forms of tender may be obtained, on and

after the 31st inst., at the Office of the Company, and also at the Office of the Resident

Engineer, at Tunbridge, Mr. P. W. Barlow, who will afford any information

on the spot. Any further information may be obtained upon application to William

Cubitt, Esq., the principal Engineer to the company, at his Office, 6, Great

George-street, Westminster.

The Directors do not bind themselves to accept the lowest tender, nor will any

tender be admitted except made in the printed form of the Company, nor unless it

be delivered at the Office of the Company before One o'clock on the day of meeting.

By order of the Directors,

Railway Office, July 3.

J. S. YEATS, Secretary.

### SHEFFIELD AND MANCHESTER RAILWAY,

(Incorporated by Act of Parliament, 5th May, 1837.)

Capital £700,000, in 7000 shares of £100 each.

CHAIRMAN.—The Right Honourable Lord WHARNCLIFFE.

DEPUTY-CHAIRMAN.—W. Sidebottom, Esq., Manchester.

ENGINEER.—Charles Vignoles, Esq., M.R.I.A., F.R.A.S., &c.

LONDON CORRESPONDENT.—M. A. Goldsmid, Esq.

The directors have the satisfaction of informing their shareholders, that the whole

of the capital being subscribed for, they have commenced operations for carrying

into effect their act of incorporation, and that their engineer, Mr. Vignoles, with a

numerous staff, is actively engaged in staking out the line, and preparing the

working plans, &c., for the contractors.

The construction of the railway will follow immediately, commencing with such

portions as will be the soonest brought into profitable operation.

The amount of traffic as proved before Parliament, and since examined and con-

firmed by the inquiries made by a committee of directors, shows, upon the capital

of £700,000, a Net Income of 17 per cent., excluding sources not strictly and im-

mediately open, although certain to be hereafter available.

The owners of the land for upwards of three-fourths of the length of the line have

taken its value in shares in the undertaking, and, as there is also a balance in

hand, the directors do not anticipate, in the progress of their works, quick or heavy

calls of their capital.

To afford all possible facility and information to their London proprietors, the

directors have made arrangements with Mr. M. A. Goldsmid, that all transfers of

shares may be sent to his office, No. 53, Threadneedle-street, London, whence

they will be returned to the proprietors in due course, after registration at Man-

chester, free of all expense, except postage.

And the directors consider the present the epoch whence the commencement of

active operations on the Sheffield and Manchester Railway may be properly dated,

they have circulated amongst the proprietors a more detailed report of the pur-

poses and prospects of the company, copies of which may be obtained at the offices

in Sheffield and Manchester; at Mr. Vignoles' Chambers, 4, Trafalgar-square; or

at Mr. Goldsmid's, 53, Threadneedle-street, London.

BY HER MAJESTY'S LETTERS PATENT.

**BLUNDELL'S PATENT OIL FOR STEAM-ENGINES,**

**MACHINERY, CARRIAGE-WHEELS, &c.**, sold by BLUNDELL, SPENCE,

and Co., Paint and Colour Manufacturers, Hull and No. 3, Queen-street, Cheap-

side, London.—This Oil, being quite free from acid and all glutinous and mucil-

aginous matter, will be found to be much purer, and decidedly more economical

than any Oil yet offered to the public for lubricating purposes, inasmuch as two

gallons of this Oil will be found to go as far as three gallons of the best Sperm Oil,

and to maintain the machinery in a much better condition at little more than half

the expense of the latter. These statements are amply borne out by the following

certificates, amongst others, from parties who have used this Oil for some time.

TESTIMONIALS:

Dartford Iron Works, 25th November, 1837.

Gentlemen,—I am reminded, by wanting more of your Patent Oil, of the promise

I made you some time since, to let you know the result of some trials of its ap-  
plication, made under my notice at the Dartford Iron Works, in lubricating various

parts of the machinery of the works, as well as in protecting the bright iron work

of new machinery and steam-engines from the usual oxidizing effects of the at-  
mosphere.

With regard to the first application of it, I caused it to be applied to spindles re-  
volving with great velocity; one in particular, making six hundred revolutions



PROCEEDINGS OF PARLIAMENT RELATIVE TO  
JOINT STOCK COMPANIES.

SATURDAY.

Message from the Lords—That they have agreed to the India Steam Ship Company Bill, without amendment.

MONDAY.

Sugar Refining Patent—Bill read third time, and passed.  
Mediterranean Postage—Bill read third time, and passed.

TUESDAY.

Mr. Speaker reported the Royal Assent—To the India Steam Ship Company Bill.

Railroad Commission (Ireland)—Paper [presented 30th July] to be printed.  
Joint-Stock Banks—Bill considered in committee; to be reported to-morrow.

WEDNESDAY.

Steam Communication (India)—Two petitions, from Calcutta and Madras, for a direct communication by steam, from the Red Sea to the several Presidencies of India and Ceylon; ordered to lie on the table.

Joint-Stock Banks—Bill reported; to be read the third time to-morrow.  
Bank of Ireland Repayment—Bill "further to postpone the repayment of certain sums advanced by the Bank of Ireland for the public service," presented, and read first time; to be read second time to-morrow and to be printed.

THURSDAY.

Joint-Stock Banks—Bill read third time and passed.  
Bank of Ireland Repayment—Bill read second time, and committed for to-morrow.

Duchy of Cornwall—Customs Acts and acts relating to the Duchy of Cornwall, read; committee to consider of the duties on tin, and for making compensation upon the abolition of the same.

Duchies of Cornwall and Lancaster—"Bill to revive and continue an act of the first and second years of his late Majesty to enable his Majesty to make leases, copies, and grants of offices, lands, and hereditaments, parcel of the Duchy of Cornwall, or annexed to the same, and to make provision for rendering to Parliament annual accounts of the receipts and disbursements of the Duchies of Cornwall and Lancaster," presented, and read first time; to be read second time on Monday next, and to be printed.

FRIDAY.

Joint-Stock Banks—Petition of the chairman and deputy-chairman of the London and Westminster Banking Company against; ordered to lie on the table.

Bank of Ireland Repayment—Bill considered in committee; ordered to be reported.

## PARLIAMENTARY SUMMARY.

## HOUSE OF LORDS.

MONDAY.

The third reading of the Juvenile Offenders Bill was deferred till Thursday.  
—The Custody of Infants Bill was lost on a division.

TUESDAY.

The royal assent was given, by commission, to sundry public and private bills, and among them was the Poor Relief (Ireland) Bill.—The LORD CHANCELLOR having moved the second reading of the Trading Companies Bill, LORD BROUGHAM said he believed this measure had passed the other house without having had the consideration which so important an alteration had demanded. In his opinion, the bill would effect a very great and prejudicial change in the law affecting the commerce of the country. It gave a power to the Crown, without the hearing of counsel, to constitute any two or three persons a trading company, and exempt them from the bankrupt laws. The bill was contrary to the whole spirit of the English law and constitution, and to every principle approved by the political economists.—The bill was read a second time, and ordered to be committed on Monday.—The Royal Exchange Rebuilding Bill was read the third time and passed.—The Tithes (Ireland) Bill was read the second time, on the understanding that the debate is to be taken on going into committee on Friday.

WEDNESDAY.

The House did not assemble to-day.

THURSDAY.

The Registration of Electors Bill was read a second time.—The Recovery of Tenements Bill went through committee.—The Insane Persons (England) Bill was read a second time.—The Loan Societies (Ireland) Bill, the Fisheries (Ireland) Bill, and the Public Records Bill, went through committee.

FRIDAY.

After the presentation of petitions against Indian idolatry, &c., LORD BROUGHAM presented the report of the select committee on the Prisons (Scotland) Bill.—Their lordships resolved into committee on the Tithes (Ireland) Bill.

## HOUSE OF COMMONS.

SATURDAY.

The Prisons West India Bill was read the second time, and the County Clare Treasurer's Bill (the second bill on this subject) was read the third time and passed.—The Municipal Corporations (Ireland) Bill, which passed the House of Lords on Friday, was ordered to be considered on Thursday next.—The China Courts Bill was deferred till next session.—The report of the Customs Duties Bill was further considered, and agreed to.—The report of the Mediterranean Postage Bill was agreed to.—The CHANCELLOR of the EXCHEQUER fixed Tuesday next for the consideration of the Shannon Navigation Bill.

MONDAY.

The Sugar Refining Patent Bill was read the third time and passed.—The Prisons (West Indies) Bill went through committee.—The Post-office Bill was read the third time and passed.—LORD SANDON inquired whether it was true that the Neapolitan government, as the result of the irritating policy of this country, regarding a higher duty on oil, had doubled the duty on brimstone, and sanctioned measures that in effect gave the monopoly of that trade to France? If there were a copy of the decree would the government object to produce it? Mr. P. THOMSON answered that such proceedings had nothing to do with the oil question. The Neapolitan government had made an arrangement regarding the sulphur trade of Sicily, regarding it a species of monopoly. He had not officially received a copy of the decree. He doubted, however, whether the Neapolitan government were warranted, conformably with the treaty with this country, to enter into such an arrangement regarding the sulphur trade.—The house then went into committee on the Civil List Acts.—The house resolved into committee of supply, in which the proposed grant to Maynooth College called forth much comment and opposition. It was agreed to, as were several other grants on the Irish estimates.

TUESDAY.

Several bills were forwarded a stage.—The Slaves Treaties (Sicily and Tuscany) Bills were read a second time, the Transfer of Funds (War-office) Bill went through committee, the Report of the Prisons (West Indies) Bill was received, and the Post-office Bill was read the third time and passed.—The consideration of the lords' amendments to the Beneficent Pluralities Bill was deferred till Monday.—The Joint-Stock Banks Bill went through committee.—After some discussion on the Shannon navigation, &c., the house adjourned.

WEDNESDAY.

Mr. C. WOOD observed, in answer to inquiries from Mr. Wallace, with respect to adopting the aid of steam power for advancing the mails to New York, if the post-office gave instructions on the subject the Admiralty would promptly attend to them.—The CHANCELLOR of the EXCHEQUER, in answer to Mr. Hume's inquiry regarding money letters, said that increased means of security would be adopted respecting "money letters" by means of a registry; but that if the registration did not take place, and if the amount were not made known, it would be imposing too great a responsibility to make the post-office answerable.—Sir J. C. HOSHOUSE (Lord W. Bentinck) having presented petitions and instituted inquiry into the subject stated that the East India Company had adopted, and were prosecuting means to carry into effect the great experiment of steam navigation to India; adding that next session he hoped to be able to give more satisfactory and explicit information as to the progress made in realising parliamentary and other recommendations hereon.—The CHANCELLOR of the EXCHEQUER brought in a bill "to continue" the Bank of Ireland Act for one year.—After the Militia Suspension Bill, and some other orders, had been disposed of, the lords' amendments to the Dublin Police Bill had been agreed to, &c., the house was adjourned.

THURSDAY.

Several bills were forwarded a stage.—The report of the Private Bill Deposits Bill was received.—The Affirmations Bill, the Militia Pay Bill, the Stamp Duties Bill, and the Valuation of Lands (Ireland) Bill, were severally read the second time.—The Slave Trade Treaties (Sicily and Tuscany) Bills, the Joint-Stock Banks Bill, and the Transfer of Funds (War-office) Bill, &c., were read the third time and passed.—The Bank of Ireland Repayment (Suspension) Bill was read the second time.—The house took into consideration the lords' amendments to the Municipal Corporations (Ireland) Bill. Considerable debate on the qualification clause ensued, in which Sir R. Peel, Mr. Sheil, &c., took part, and the house eventually divided on the proposition of disagreement—the numbers were, ayes 169; noes 154—majority for ministers 15.

FRIDAY.

The Militia Pay Bill, the Stamp Duties Bill, the Valuation of Lands (Ireland) Bill, and the "Pensions Bill," severally went through committee.—The Bank of Ireland Repayment Bill was also considered in committee.—The House then resumed the consideration of the lords' amendments to the Municipal Corporations (Ireland) Bill, on which several of the lords' amendments were disagreed to.—Mr. ELLIS said he held in his hand a copy

of the second report of the Railway Commissioners for Ireland, and in a note at the end of page 93, he found the following:—"So long back as in December, 1836, a body of capitalists, represented by Pierce Mahony, Esq., after an interview with the chief secretary, communicated to the commissioners a readiness to undertake any lines to the south-west that they should recommend, and offered to contribute 1000*l.* towards making the necessary survey, and in May, 1838, they repeated their desire, on understanding that the commissioners' report would be very shortly after presented to parliament. They explained the cause of their not having pressed on parliament any views of their own, as they considered that such a proceeding must have tended to embarrass the execution of the propositions that should be made by us." And the note concludes thus—"This is, no doubt, true, and we must think that these gentlemen deserve credit for their forbearance. We have added the two letters to our appendix." In the other copies of this report which he had seen, the note he had just read did not appear, and as it seemed to him (Mr. E.) to be of particular importance, he wished to ask by what authority so important a note had been expunged in the other copies of the report to which he had alluded? The CHANCELLOR of the EXCHEQUER said he was not aware of the fact to which the hon. member had called the attention of the house, but he would make inquiries on the subject. Mr. ELLIS.—The right hon. gent. must see the importance of the question he had put, and he hoped on a future day to hear a satisfactory explanation on the subject.

## LAW INTELLIGENCE.

## WEST CORK MINING COMPANY.

COURT OF CHANCERY—JULY 27.

VIGERS v. LORD AUDLEY.—MR. WAKEFIELD and Mr. ROGERS moved in this case for an order, directing the clerk in court of Mr. Solari, a large shareholder in the West Cork Mining Company, to produce before commissioners for taking evidence in Irish causes a certain letter received by him from Mr. Pike. The learned counsel said, it was alleged by the bill in the Irish suit, that Mr. Pike and Mr. Solari were acting in collusion together, and the letter in question would go to prove it, as it contained a request from Mr. Pike to Mr. Solari that he would use his influence in getting him appointed a director. This application had succeeded, and though Mr. Pike was not personally a defendant in the suit in which it was desired to read the letter, yet he was substantially so as a member of the direction, any one of whom might be sued as representing the rest. The Court had already been satisfied so far that there was collusion between the parties as to restrain a suit brought against Mr. Solari by Mr. Pike.

The LORD CHANCELLOR said he could make no such order as was prayed. Mr. Solari was a defendant in a suit here, and the letter was deposited with the clerk in court for the purpose of that suit only. As Mr. Pike was not a party to the Irish suit, the clerk could not be called upon to part with the letter. When it was done with in the English suit, it would be returned to the owner, and then Mr. Wakefield's client might seek such remedy as he should be advised.

## CUNDY'S BRIGHTON RAILWAY LINE.

GUILDFORD—JULY 28.

HITCHINS v. SIR J. CLARIDGE AND OTHERS.—This was an action brought by Mr. Hitchins, a surveyor, against Sir J. Claridge and Messrs. Solari, Kaapp, and Edgar, as the provisional directors of the proposed company, which was known under the name of "Cundy's Brighton Railway Line." Mr. Hitchins was employed, it appeared, during the greater part of the year 1836 in taking levels and making surveys of the projected line, and also in giving evidence before parliamentary committees in support of the application for an act of Parliament. He claimed for his time and services, from March to June, 1836, the sum of 508*l.*, and for his time and services from August to December, 1836, the further sum of 779*l.* The defendants denied that they were liable for any part of Mr. Hitchins's claim.

It appeared upon the examination of the plaintiff's witnesses that Mr. Solari, one of the defendants, had only become a member of the provisional committee in September, 1836, and the learned JUDGE intimated his opinion that upon this evidence the plaintiff could not recover, in the present action, for any services performed anterior to the period when Mr. Solari entered into the direction.

Mr. THESIGER (with whom was Mr. CHAMBERS) for the plaintiff, contended that under the act of Parliament incorporating the existing Brighton Railway Company, in which all the competing companies had merged, the defendants were liable for services performed for the company to which they originally belonged; but LORD DENMAN was of opinion that the Brighton Railway Act did not admit of any such construction as that contended for, and that the defendants were only liable for the services rendered after they had all become members of the projected company.

Mr. PLATT (with whom was Mr. CHANNEL) submitted that the plaintiff could not recover any portion of his demand, as he was himself a shareholder during all the period when the services for which he now claimed remuneration were rendered, and called witnesses to show that shares had been appropriated to and were held by the plaintiff.

LORD DENMAN was of opinion that the evidence did not establish the fact that Mr. Hitchins was a shareholder.

A verdict was therefore taken for the plaintiff, the amount to which he was entitled to be the subject of a reference.

## LONDON AND SOUTHAMPTON RAILWAY COMPANY.

GUILDFORD—JULY 28.

DOE DEM. BASINGSTOKE CANAL COMPANY v. THE ABOVE COMPANY.—This was an action of ejectment, to recover certain lands, or a compensation for, which had been encroached upon by the defendants.

Mr. THESIGER, Mr. PLATT, and Mr. GURNEY appeared for the plaintiffs, and Mr. D. POLLOCK, Mr. CHANNEL, and Mr. DOWLING for the defendants. After the statement of the plaintiffs' case, and several witnesses had been examined, the matter was referred to a member of the bar to determine where the boundary line of the property of the plaintiffs ran in the parishes in which the encroachments complained of were alleged to have been made.

## JOINT-STOCK BANKS.

The secret committee appointed to inquire into the operation of the acts permitting the establishment of joint-stock banks in England and Ireland, and whether it be expedient to make any amendment in the provision of these acts; and who were empowered to report the minutes of evidence taken before them, have considered the subject referred to them, and agreed upon the following report:—

In their examination of witnesses during the present session, your committee have avoided any renewed inquiry into the general object referred to them; but they have obtained evidence upon three very important questions which were not included in the proceedings of the last session.

1. The country branches of the Bank of England, their system of government, and the principles on which they are conducted.
2. The system of advances at three per cent. from the Bank of England to banks undertaking to circulate Bank of England paper in place of the paper of joint-stock and private banks.
3. The question of the Bank of Ireland, the exclusive privileges of that corporation, and the expediency or in expediency of those privileges being continued.

Your committee recommend these three questions to the serious attention of the House, as bearing upon the general subject referred to their consideration; and, in reference to the last, they are of opinion that the 1st Victoria, c. 59, should be renewed for one year, and that Parliament should be placed in such a situation as to be free to adopt, in the next session, such legislative measures as, on deliberation, shall seem to be most expedient.

In the course of their inquiries, it has been strongly urged on the attention of your committee that one part of the law in respect to joint-stock banks stands in need of immediate amendment.

By the general law of partnership, the common law remedy for the recovery of debts which exist between party and party is not applicable in cases where the debt is contracted between a partnership and one of the partners or shareholders. In such a case the remedy is by proceeding in a court of equity; and such a remedy, in the case of a joint-stock bank, is so cumbersome, so complicated, and so dilatory, as to afford no adequate means for the recovery of a just debt. This inconvenience is not wholly imaginary, but, from the evidence of Mr. Broadbent, one of the inspectors of the Northern and Central Bank, has already had most formidable and injurious consequences. Upwards of 400,000*l.* is stated to be due to that bank from its own shareholders. This sum is now practically irrecoverable at law; and thus not only is that establishment precluded from winding up its own affairs, but the rights of third parties may be affected most seriously. The inconvenience or danger extends much further; because, if a similar defence were raised by debtors of joint-stock banks generally, a most serious blow might be struck at commercial credit, likely to produce the most calamitous consequences. This state of things should not be permitted to continue; but whilst your committee are of opinion that a bill to correct this inconvenience should be introduced without delay, they are unwilling that such a measure should be permanent in its character, or should be in force for a longer period than to the end of the next session of Parliament.

By following this course, the law respecting joint-stock banks must be brought under early consideration, which, with a view to this object, as well as to the propriety of considering the whole of the evidence taken in the present and former sessions, your committee consider highly desirable.

July 26, 1838.

## ORIGINAL CORRESPONDENCE.

## UNITED MEXICAN MINING ASSOCIATION.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Thanks are due to your excellent Journal for drawing attention to the state and prospects of all foreign mines—the only Journal which now takes the slightest notice that such companies exist at all, or thinks them worthy of even a passing remark.

After an outlay of about 700,000*l.*, some profit is at length announced by the United Mexican Company, and of that cheering amount that (had it been generally divided, instead of being allotted to the paying off the auxiliary loans, as well as very large arrears to directors) would have yielded a dividend of from 1*l.* to 2*l.* per share, notwithstanding the great number of fresh shares unavoidably created when prospects were most gloomy and disheartening. These claims of scripholders have very properly been held sacred by the company. Let us hope for better prospects, and, under economical management, this once valuable property, and many other mines similarly situated (partly from litigation, partly the bad success of their operations during many years), must certainly employ long while some small return to the ruined and almost despairing proprietors. Under such discouraging circumstances as have marked, almost without exception, every South American mining company, it is little to be wondered at that the public and capitalists have been long since disgusted and alarmed at all underground speculations in those distant regions. No benefit or inducement at such a moment, it is feared, could be held out that would enable any company to raise fresh capital, unless such engagements as the auxiliary loans above alluded to had been considered of the most sacred kind.

I remain, Sir, your obedient servant, and  
Montague-place, July 31. ONE OF THE UNFORTUNATE.

## BRITISH COPPER MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—Permit me to direct your attention to the unwarrantable conduct of the directors of the late "British Copper Mining Company." Several months have now elapsed since the company was dissolved—the property was sold the beginning of March last, 1838, paid down, and the balance (1700*l.*) in two months. What were the directors about during those two months? and what have they been about since, that up to the present time no division of the assets is announced? I would ask, to what period do these gentlemen take their salaries?—whether they charge the unfortunate shareholders for the offices and secretary, held for months to suit their convenience? The whole conduct of the affair is truly disgusting.

May I also inquire, through the medium of your Journal, the state of the "Roche Rock Company," and also of the "North Cornwall Company?" neither of which have, I believe, produced any accounts, or divided a single penny among the shareholders.

The public have paid dearly for misplaced confidence; and no doubt these directors, many of whom never had but little, if any, interest at stake, think it a pity to part with the few remaining crumbs; but, I trust, you will shame them into something like decency.

I remain, Sir, yours, &c.  
Highgate, August 1. AN OLD SUBSCRIBER.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—When the various companies for working mines in Cornwall were brought out, it was a favourite cry with those interested to work them here, "that everything would be managed by Englishmen, all fair and above-board—not like foreign mining speculations, in which the shareholders had been so plundered." Now, what is the result? Why, in my opinion, the two cases will not bear a comparison, for I defy contradiction, when I state that the directors of the foreign mining companies have acted like honourable men, and at great personal sacrifices in many cases for the general benefit of the shareholders. Their accounts are clear, distinct, and open to scrutiny;—can the same be said of the majority of directors of the English companies? I say, No; and will instance one case, which I think a most flagrant one, viz., the "British Copper Mining Company." I do not know when the company was dissolved, but I know that the property was sold nearly five months back, and yet the directors keep up an expensive establishment (including their own salaries), and no satisfactory answer can be obtained whether they ever mean to divide the money among the shareholders. What right have they to detain it? Pray show them up as they deserve, and excuse the trouble given to you by  
London, August 2. No HUMBUG.

## HIBERNIAN MINING COMPANY.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—A number of proprietors of the "Hibernian Mining Company" feel disappointment that their concern is unnoticed by the Mining Journal. Perhaps its unsuccessful state may have been the reason, but new prospects have arisen—a new royalty is now in operation, and abundance of good coal near the surface, which, together with the Ulster Canal running close to the mine, conduce very materially to improvement; were these facts made known to the public, a character would be made for their funds, so as to cause their circulation as cash. What a public benefit, in many points of view, that such property should be duly appreciated.

July 31. I am, Sir, yours, &c. A PROPRIETOR.

## THE MINING INTEREST.

TO THE EDITOR OF THE MINING JOURNAL.

SIR,—A Bill for the Amendment of the Customs Laws has just come into my hands, and I find in it two or three clauses affecting the mining interest. These clauses are intended to levy a duty of 20 per cent. on all debenture timber used in the mines, and subsequently sold for other purposes. The impost itself is injurious, and the regulations will prove troublesome and vexatious, without any advantage to the revenue worth the consideration of Government. I have but one moment at my disposal, but I think it right to call the attention of the country to the subject.

I am, Sir, your obedient servant,  
A CORNISH MINER.

COAL TRADE (LONDON) BILL.—This bill, having been read a first time in the House of Lords, was referred to a select committee appointed under the following standing order of July 7, 1819:—"Ordered by the lords spiritual and temporal in parliament assembled that, for the future, no bill regulating the conduct of any trade, altering the laws of apprenticeship in relation to any particular business, affixing marks to designate the quality of any manufacture, &c., shall be read a second time in this house, until a select committee shall have inquired into the expediency or in expediency of the proposed regulations, and shall have reported upon the expediency or in expediency of this house proceeding to take the bill into further consideration." Their lordships constituting this select committee are the Earl of Shaftesbury (the chairman), the Earl of Devon, the Earl of Effingham, Viscount Haward, Lord Glenelg, Lord Campbell, Lord Redesdale, and Lord Portman.

REMARKABLE EVENT.—Whilst searching for coal on the estate of Paraceton, near Irvine, a few weeks since, on the workmen emptying the sludge used for clearing the iron bore, among the sand and gravel, a number of grains of corn appeared, which floated on the surface of the water. They were gathered by the men, and conveyed to Mr. McCredie the proprietor. We have seen several of the grains, and they appear to be smaller than the usual size, and in an excellent state of preservation, which is satisfactorily proved by a few of them, which were sown immediately after being found, having now brained, and promising to bring forth abundantly. This wonderfully preserved portion of the staff of life was found at the depth of upwards of ten fathoms, the bore, in its progress, having encountered clay, sandstone, and different other metals: the field was likewise covered with water to the depth of fifty feet. Another singular feature of the case is, that freestone was found immediately beneath the bed of corn.—*Kilmarnock Journal.*

STEAM NAVIGATION.—The spirit of enterprise in steam navigation, as well as in railroads, now promoted everywhere, is no where more exemplified perhaps than in French ports. Steam boats are now established from Havre to St. Petersburg, one of which, the *Tagus*, which left Havre on the 16th ult., had reached Copenhagen on the 20th, in less than three days and a half, after staying at Grimstad, in Norway, to land four passengers. From Copenhagen it started the same day for St. Petersburg, after taking in a fresh supply of coal. It had frequently made 10 to 11 knots an hour without causing any inconvenient motion in the vessel.



## PROCEEDINGS OF PUBLIC COMPANIES.

## CANDONGA MINING ASSOCIATION.

The half-yearly meeting of this association was held at the offices, in Nicholas-lane, Lombard-street, on Monday, the 30th ult. W. ROUTH, Esq., in the chair.

The following report of the directors was read by the secretary:—

## REPORT.

The most satisfactory fact which the directors have to communicate to the body of shareholders at this general meeting, is the recent arrival of a second remittance of gold, amounting to 225½ lbs., and which has produced a net sum of 10,277l. 4s. 10d. The monthly reports of the quantities obtained are marked by great fluctuations, the month of June, 1837, having produced only 5 lbs. 10 oz., and the month of October 42 lbs. 2 oz.; the last report, that of the month of April, 1838, shows a product of only 10 lbs. 3 oz., but under date of 1st of May, Captain Dalley states, at present gold is to be seen in the stopes, and on the whole appearances are far better than at any other period since my last monthly report—a statement which receives some confirmation from the fact of the produce of that day having been nearly three times as much as the daily average of the month of April.

On the subject of the general state of the mines and prospects they present, it is with regret the directors have to say that they have not received from the superintendent the information which it is so desirable upon occasions like the present, to submit to the shareholders; the directors are unable to account for the non-arrival of a circumstantial report from the mines, but they cannot attribute to anything, but some accidental delay, the absence of information so intimately connected with the interests of the shareholders.

Taking, however, the recent reports of Capt. Dalley's in connection with the great importance he has always attached to the bringing up the deep adit, and referring to the plan and section of the mines lately received, it would appear that if the produce of gold has not of late kept pace with the fair expectations of the shareholders, the workings for ulterior objects have been carried on rapidly and successfully.

It appears from these reports that the communication with the deep adit has been effected for the purposes of ventilation, and as the distance from the end of Moore's level to a point perpendicularly under the Mina de Pedra bottoms is not considerable, it is to be expected that no long time will elapse before the desirable object of completely unwatering the bottoms will be accomplished, and as the whole force may then be applied to the workings there, a fair trial of the mine will be made. The financial positions of the company on the 30th June last, exhibits a balance in cash and Exchequer Bills, amounting to 14,793l. 13s. 2d., but chargeable on account of unpaid dividends, with the sum of 5975l., leaving a net balance of 8998l. 13s. 2d.; and if to this latter be added the net value of the last remittance of gold, 50,277l. 4s. 10d., it will give a total of 19,275l. 18s., besides the produce of the workings from the 3d April to that date.

A dividend of 10s. per share to the proprietors would require the sum of 5000l., and would leave applicable to carry out the objects of the company, a balance of 14,275l. 18s., a sum equal to eighteen months' expenditure, independently of any further receipts from the mines. The directors, therefore, feel that they can with safety recommend a dividend of 10s. per share. The directors have again to express their regret that some untoward circumstance has prevented them from receiving from the superintendent the half-yearly statement of the assets of the company, but they trust no long time will elapse before it reaches them, and as soon as received it is their intention to lay the whole details before the proprietors, not doubting that they will be found of the same satisfactory character as the last.

The CHAIRMAN here stated that the only point for the consideration of the meeting was, whether the unanimous recommendation of the directors, that a dividend of 10s. per share be declared, should be adopted or not. There would be a surplus of cash in this country of upwards of 14,200l. (after setting apart 5000l. for the payment of a 10s. dividend), which would be sufficient to cover eighteen months' expenses of the concern, without taking into account the gold produce which may be obtained during that period.

It was then moved by G. L. Hollingsworth, Esq., seconded by J. Tulley, Esq., and resolved unanimously, "That the report be received, and a dividend of 10s. per share be declared."

The CHAIRMAN said that the transfer books would be closed on the 1st inst., and the dividend paid on the 8th inst.

In the course of the proceedings Mr. HORSLEY PALMER observed, that the produce hitherto obtained was merely scrapings, the driving of the deep adit (by which the mine would be drained, and the workings continued agreeably to the original intentions on the formation of the company) having only been completed at the date of the last advices, and that additional returns might now fairly be expected.

The unanimous thanks of the meeting having been voted to the chairman and directors, the meeting adjourned.

## ST. HILARY MINING COMPANY.

The annual general meeting of the shareholders of this company was held at their offices, Great St. Helen's, on Tuesday, the 31st ult.

J. C. BLANCENHAGEN, Esq., in the chair.

The advertisement convening the meeting having been read, the following report of the directors was submitted:—

## REPORT.

Captain Richards' report gives the present state and prospects of the mine, which, although not yet in so flourishing a state as might have been hoped for, affords every reasonable expectation that the speculation will ultimately be attended with success, particularly as the mine is not yet opened to any considerable extent, while the seventy fathom level has been only driven a few fathoms, and none of the ore as yet taken from the backs. Recommends sinking to an eighty fathom level, thus proving his hopes of the mine. The erection of the crusher and stamps, with the necessary machinery, building, and new boiler, have cost upwards of 6500l., but the expense incurred will be more than compensated by the diminution of expense in dressing the ores, enabling the low ores or halvans to be made saleable, without which they could not be returned to any advantage; and inducing the tributaries to take the old pitches throughout the mine, which hitherto have been unavailable—future cost estimated at 2000l. per month, exclusive of tribute, which will depend on the quantity of ores raised. From the statement of accounts, the necessity of an immediate further call of 5s. per share is apparent: observes that the last instalment remains unpaid on a considerable number of shares, and it rests with the shareholders to determine what further time should be allowed to the holders on the payment of interest from the time the call becomes due. The directors announce the dismissal of their late agent, Mr. C. N. Beater, who, they regret to say, is indebted to the company about 2600l., but which sum he endeavours to wipe away by a fictitious claim for his extra services; this the directors have not allowed, and the company's solicitor, Mr. Bourdillon, has been put in possession of the facts, but it is not expected that any favourable result could arise from law proceedings, as Mr. Beater is said to be in a state of poverty. The directors have, in consequence, engaged Mr. C. H. Richards' son to be their superintendent, in whom they have every confidence. In conclusion, the directors, in consequence of the call being made, and wishing to lighten the burthens of the company, have reduced their salaries one-half, till the mine becomes in a state of profit.

The reports and accounts submitted were unanimously adopted, and the following resolutions passed:—

That all shares on which the last call, due 21st October, 1837, be not paid on or before 31st August, be irrevocably forfeited.—That a call of 5s. per share be now made.

Thanks were then voted to the chairman and directors, and the meeting adjourned.

## DUKE OF CORNWALL'S HARBOUR AND LAUNCESTON AND VICTORIA RAILWAY COMPANY.

The half-yearly general meeting of the proprietors of this company was held at the London Tavern, Bishopsgate-street, on Thursday, the 2d inst. J. RAMSBOTTOM, Esq., M.P., in the chair.

The advertisement convening the meeting having been read, Mr. GEORGE DYSON (the secretary) proceeded to read the statement of accounts, which showed that the liabilities of the company (exclusive of the claim made by Mr. George Ross) amounted to 14300l. 18s., and the balance in hand, 1300l. 7s. 4d.

The CHAIRMAN observed, it was necessary that the proprietors should be informed of the fact, of the directors having been threatened with legal proceedings on account of liabilities, to defend which, would entail an increased expense to the company; he, therefore, trusted they would see the necessity of the shareholders paying up their arrears of calls, to enable the directors to liquidate the claims upon the company; if, indeed, they did not do so, it would become imperative on the part of the directors to enforce the same by proceedings at law.

The room here became a scene of great confusion, several gentlemen rising at the same time to address the meeting, which, after some time, being calmed by the chairman, a long and angry discussion followed, some protesting against the justice of the call being enforced, while others complained of having been sued by the solicitor, and in consequence of which subjected to heavy law charges to pay (independently of their calls), and intimating an intention of making every resistance in their power.

The CHAIRMAN observed, that he took upon himself, in common with his brother directors, the responsibility which attached itself to law proceedings. The shareholders had had ample notice for the payment of their calls, and the necessity of their doing so; they had met repeatedly, a committee had been formed to investigate the accounts, and yet the shareholders still persisted in withholding their payments; the directors were driven to the proceedings they had taken; they felt it would not be doing justice to the shareholders resident in the country, and who had paid their calls, did they not take such course with regard to defaulters. He felt it necessary to assure the meeting, that if the calls were not paid, instructions would be given to the solicitor to proceed with the actions.

Another desultory discussion ensued, several shareholders defying the recourse to legal proceedings; and, after nearly four hours being spent in angry discussion, the chairman retired, upon which a vote of thanks was passed to him, and the meeting separated.

[We afterwards heard that a private meeting of the shareholders was held, at which, the larger proprietors came to the determination of paying their calls.]

## HIBERNIAN MINING COMPANY.

The half-yearly meeting of the shareholders of this company was held on Friday, at the offices of the company, when a report of the directors and statement of accounts were submitted. The meeting being messily held in compliance with the act of Parliament, no business of importance was entered into. The report was received and adopted.

## LIVERPOOL AND MANCHESTER RAILWAY COMPANY.

The usual half-yearly meeting of the shareholders in this company was held on Wednesday week, in the Cotton Sales Room. A dividend for the half year of 4½ per cent. was declared; and it was resolved unanimously, on the recommendation of the directors, that the salary of Mr. Henry Booth, the able and indefatigable treasurer of the company, should be raised from 1000l. to 1500l. a-year. The resolution sanctioning this increase was moved by William Wallace Currie, Esq., who, in doing so, expressed himself in the highest terms with regard to the talents of Mr. Booth, and his most valuable services to the company.

## EDINBURGH AND GLASGOW RAILWAY COMPANY.

On Wednesday week, a public dinner was given at the Black Bull Hotel, Glasgow, to the directors of this railway by the citizens, in testimony of the sense entertained of their important services, in promoting a measure so beneficial to the interests of Scotland.

The Lord Provost DUNLOP in the chair.

The company were numerous and highly respectable, and they seemed to take a deep interest in every thing connected with the proposed splendid undertaking. After the removal of the cloth, the usual standing toasts were given, after which,

The CHAIRMAN craved a particular bumper, and said it well became them to pay this tribute of respect to the directors of the undertaking, in honour of which they had assembled, for a more stern, or more determined opposition, had never been experienced than that encountered by the directors of that great undertaking. Let us then, said his lordship, hope that the undertaking may prove successful to the subscribers as it must be beneficial to the country.

Mr. LEADBETTER (chairman of the Glasgow directors) rose and returned thanks. He described at considerable length, the difficulties which the directors had encountered, and successively overcome; and concluded by saying, that this railway will place Edinburgh and Glasgow in relation to each other almost as one community; it will facilitate the communication between the countries of the east with the countries of the west of Scotland; it will afford a means of transit to a million of people situated within forty miles of its termini; it will connect the Forth with the Clyde—the German Ocean with the Atlantic; it will equalise intelligence; it will equalise prices; it will advance the social condition of our population; it will rapidly promote an interchange between all classes, extending over the richest, as well as the most populous, and the most enterprising part of all Scotland. New sources of wealth and of industry will be developed, and a new impulse given to the prosperity of Scotland. Looking to it as regards Glasgow, it will be to her a second arm, as the Clyde is her first; it will give her a giant's strength; looking to it as regards Edinburgh, it will impart to her languid frame a new spirit, a revivifying power, which will soon repeople her streets, open up new sources of wealth, and give life and prosperity to one of the finest cities in the world; finally, this railway, as regards the shareholders, possesses a creative power of traffic, which, when fairly developed, will surprise even its warmest supporters by its extent, and the public by its benefits.

Among other toasts which were drunk, that of "the Glasgow, Paisley, and Avy Railway" received great applause.

Mr. JAMES A. ANDERSON, in proposing "Prosperity to the City of Edinburgh," said, while, as Glasgow citizens, their first regards were directed towards the effect of the undertaking as concerns Glasgow, they must not forget that the line had two ends, and that one of its termini was in Edinburgh—a city the pride of every true Scotsman, and the admiration of all Europe. He understood that some of the citizens of Edinburgh entertained an idea that the introduction of commerce and manufactures would vulgarise their noble city, and that cotton-mills and coal smoke would interfere with the beautiful view from the Calton Hill. He (Mr. A.) thought, however, that it would soon be found that the processes of spinning and weaving would be superinduced upon their not less ingenious process of multiplepointing. He begged to propose "Prosperity to the City of Edinburgh."

Mr. A. WINGATE proposed the "Committee of Directors in Edinburgh." He was not acquainted with the gentlemen who constituted the committee of Edinburgh directors, but he never had the least fear of the success of the undertaking, from its being in the hands of the gentleman who was chairman of the Glasgow committee. Mr. Anderson had alluded to the fears of our eastern neighbours about the introduction of our vulgarism. But he would turn to the more pleasant part of the picture, and hope that the railway would bring the polish from Edinburgh to us, and brush away our vulgarism. He looked forward to the time when a reciprocity of intercourse would take place—when the beautiful spots on our river would be built on by W. S.'s and advocates—and when the Glasgow merchants would reside during the winter months in Edinburgh. It was his misfortune not to be a shareholder, but he hoped to be one of their best customers. He gave "The Committee of Directors in Edinburgh."

Mr. SLIGO returned thanks.

## IRISH RAILWAYS.

[From a Correspondent of the "Civil Engineer."]

The following list of Irish railways is, perhaps, more detailed and exact than any that has yet appeared:—

## DUBLIN AND KINGSTOWN RAILWAY.

This railway was originally designed and laid out by the late talented engineer, Alexander Nimmo, Esq., who died while the bill for it was being carried through Parliament; Mr. Vignoles then became the engineer.

## WATERFORD AND LIMERICK RAILWAY.

This railway was first surveyed by Elmes and Hollingsworth, architects and surveyors, who were paid six or seven hundred pounds for their surveys of the line: afterwards Mr. Nimmo was employed to survey and report on it; his survey was lithographed and his report printed. The report is a most interesting document; and to those who are capable of appreciating its merits, the information it contains, and descriptive style of language, unfold the highly-gifted powers of its author. An Act was obtained for this railway, but it has expired. Mr. Thomas Telford examined that part of Ireland, and reported on this railway favourably. The country was also examined, and the railway reported on, by Mr. George Stephenson.

And again, by order of the Board of Public Works in Ireland, this project was examined by Mr. Bald; and on his report an offer was made to the company by Government of a loan of one hundred thousand pounds sterling, provided that a subscription to that amount could be obtained to carry it on. This was not accomplished, and accordingly the Government did not advance their loan.

In the autumn of 1836 a new company was formed, with a most influential committee, on which, by vote of the board, the chairman and two directors of the Great Western Railway accepted seats. The object of this company is to effect a new survey and obtain a new bill in Parliament; these proceedings are only suspended out of respect to the Irish Railway Commissioners; they have nominated I. K. Brunel, F.R.S., &c., consulting engineer, and William Bald, F.R.S.E., &c., directing engineer.

## RAILWAY FROM CAVE HILL TO BELFAST HARBOUR.

An Act has been obtained for this railway; the works are progressing, but some difficulty exists in fixing on the terminus at Belfast Harbour, which cannot be decided until some of the various plans of improvement for that port are adopted. By order of the Board of Works in Ireland, Mr. Bald examined and reported on this railway, and a considerable sum is ready to be advanced by loan towards its completion, when application is made and security given. This railway is for the purpose of carrying limestone down from Cave Hill to Belfast Harbour for export, and it is considered by every person that, when finished, it will be one of the most useful railways yet planned in Ireland.

## RAILWAY FROM DUBLIN TO GALWAY.

The line of this railway was traced out by Mr. Bald and Mr. Henry, and a minute survey has been made of the western branch, from Athlone to Gal-

way, by the latter. No act has yet been obtained for it, but the plans are before the Irish Railway Commissioners; and a London board, composed of eminent bankers, merchants, and Irish landowners, is ready to proceed with the project.

## RAILWAY FROM DUNDALK TO CAVAN.

An Act has been obtained for this railway; Mr. McNeil, engineer. DUBLIN TO DROGHEDA. An Act has been obtained for this railway; engineer, William Cubitt, Esq., F.R.S., M.R.I.A., &c.

## ULSTER RAILWAY—BELFAST TO ARMAGH.

This railway was designed, surveyed, and levelled, under the direction of Mr. Bald and Mr. Woodhouse, and an Act obtained for it; consulting engineer, Mr. George Stephenson.

## RAILWAY FROM DUBLIN TO MULLINGAR.

This railway has been surveyed and levelled under the skilful superintendence of Mr. Alexander Nimmo, nephew of the late eminent engineer of that name, and a report, written by him, has been printed, but no act has yet been obtained; engineer, Mr. Charles Vignoles.

## RAILWAY FROM DUBLIN TO KILKENNY.

An Act has been obtained for this railway; but by a clause in the Act, its construction has been restricted for one twelve month, beyond a distance of seventeen miles from Dublin. The effect of this restriction has been to prevent any thing whatever being done, up to the present moment; engineers, John McNeil and David Aber, Esqs.

## RAILWAY FROM DUBLIN TO LIMERICK.

This proposed railway has been surveyed and levelled under the direction of Mr. Bald, the engineer, by order of a most respectable board of London directors, elected at the instance of the Chamber of Commerce and principal merchants of Limerick, for the purpose of carrying this undertaking into execution.

## RAILWAY FROM CORK TO COVE.

An Act has been obtained for this railway; Mr. Vignoles, engineer.

## RAILWAY FROM BELFAST TO HOLLYWOOD.

This railway will embank in from the sea more than 1200 acres of rich sea land: no act has yet been obtained; Mr. Bald, engineer.

## RAILWAY FROM DUBLIN TO ARMAGH—INLAND LINE.

This line of railway was first surveyed and levelled under the direction of John Urpeth Rastrick, Esq., engineer; and it was again traced and surveyed under the direction of Mr. Bald. The plans, maps, and sections have been all finished, but no act has yet been obtained; John Urpeth Rastrick, Esq., consulting engineer; William Bald, Esq., directing engineer.

## RAILWAY FROM DUBLIN TO ARMAGH—BY THE SEA COAST.

This railway was surveyed and plans made, but no act has yet been obtained; William Cubitt, Esq., consulting engineer; John McNeil, Esq., directing engineer.

## RAILWAY FROM BELFAST TO CARRICKFERGUS.

This line of railway was traced out by Mr. Bald; the whole length is one continuous level, and it was calculated to embank in from the sea 1500 acres of rich sea land.

By order of the respective companies, copies of the surveys for the following lines of railway were delivered into the office of the Irish Railway Commissioners in the autumn of 1836, viz:—

Dublin to Limerick.  
Dublin to Kilkenny.  
Dublin to Armagh.  
Belfast to Hollywood.  
Limerick to Waterford, &c. &c.

## TRIAL OF ANTHRACITE COAL.

We understand, that yesterday week, a trial was made on the Liverpool and Manchester Railway, of the applicability of anthracite coal, as a fuel for locomotive engines, under the superintendence of Mr. Woods, the talented engineer of that line, and with the approbation of the board of directors. Mr. E. D. Manby, an engineer connected with the South Wales anthracite district, who has devoted his attention most successfully to the introduction of this fuel, was present, and assisted in the trial.

The engine employed was the Vulcan, one of the smaller engines, used for conveying goods. The general result of the trial was highly satisfactory. In the first instance, the engine ran out without a load about six miles, and the coal was found to do very good duty, without any difficulty being experienced either with the tubes or in getting up the fires. It was noticed that the fuel burnt nearly without dust from the chimney and entirely without smoke. The engine brought back a load of coal waggons from the Huyton colliery, and acquired a speed, thus loaded, of twenty-one miles an hour, which is about the duty of the Vulcan.

Another trial was made in the evening, with the same engine, for the whole distance to Manchester, taking five loaded waggons. The journey was performed in one hour and twenty-nine minutes. The consumption of anthracite was only five and a half cwt., although a large portion was wasted from the five-bars being too wide apart for the economical use of this fuel. The engine would have used upwards of seven and a half cwt. of coke for the same journey, with the same load.

We regard the success of this trial as likely to prove, in its result, a most important public benefit. The price of coke, as the demand for it for use in locomotive engines, or railways, has extended, has increased, in some places, almost 50 per cent.; and in districts which produce no coal this enhanced price of coke will be seriously prejudicial to the success of railway undertakings. If anthracite can be generally applied to locomotive engines, we are given to understand that a saving of 30 to 40 per cent. in cost and quality will be effected. We have no doubt that the directors of our leading railways will instruct their engineers to follow up these experiments, and introduce such modifications into the form and workings of the fire boxes as the use of a new fuel may naturally be supposed to require.

The application of anthracite to marine engines is the next object most deserving the attention of practical men. The journalists of the United States appear to claim for their country almost the exclusive production of this invaluable fuel, which is destined to play so great a part in the iron manufacture, in railway locomotion, and in steam navigation; but the western part of the South Wales coal-field, with reference to which Liverpool is, geographically, so favourably situated, contains stores of anthracite of much superior quality to those specimens from America which we have seen, and can produce it at a much smaller cost.—*Glamorgan Gazette.*

## STEAM COMMUNICATION WITH INDIA.

The following returns were ordered, on the motion of Lord W. Bentinck, in the House of Commons, on Wednesday evening:—

"A return showing the number of the mails dispatched to India via Egypt and the Red Sea, in consequence of the arrangements entered into between Her Majesty's Government and the court of directors of the East India Company, under the resolution of the parliamentary committee, the 14th of July, 1834, and the date of their arrival at their respective Presidencies."

"A similar return of the steamers sent from India via the Red Sea, the port or ports from whence they commenced their voyage in India, the dates of the several letters or dispatches received by the court of directors from the respective governments abroad, distinguishing any of those dispatches which may have been received by the way of Marseilles, or otherwise through France."

"Return, showing the dates of the arrivals of the India mails at and from Falmouth, Gibraltar, Malta, Alexandria, Suez, Mocha, and Bombay, respectively."

"Return of the expense, so far as the same can be made out of the charge which has been incurred on account of such conveyance."

"Return, specifying the number, size, description, and steam power, of the several sea-going steamers, vessels belonging to the Indian Governments, when and where built, and how generally employed."

"Copies of any representations, with their dates, received by the court of directors from any or all of the Presidencies in India, or any portion of the Indian community, expressive of a desire that steam communication should be extended to these Presidencies or Communities, with the replies thereto, or decisions thereon."

PROGRESS OF STEAM NAVIGATION.—Egypt is fast becoming of moment in the opinion of other nations. Five years ago there was not a single steam-vessel of any nation plying from Egypt; now, those of England, France, Austria, and Egypt, number eighteen regular opportunities to and fro every month from Alexandria. When will our Government build the *Great Eastern* of 1500 tons, to go direct (both ways) between Plymouth and Alexandria in fifteen days, with India mails and passengers, and thus keep the French and Austrian lines from our Indian correspondence. I shall visit Canton via Calcutta, and see if sufficient interest and capital cannot be realised there for the extension of India steam navigation to China.—*Extract of a Letter from Mr. Waghorn.*



## PUBLIC COMPANIES.

## MEETINGS.

**BIRMINGHAM, BRISTOL, AND THAMES JUNCTION RAILWAY COMPANY.**—Notice is hereby given, that the FIFTH HALF-YEARLY GENERAL MEETING of the Proprietors of this Company will (in pursuance of the provisions of the Act of Incorporation) be held at the offices of the company, No. 1, Robert-street, Adelphi, on Wednesday, the 15th of August next, at Twelve o'clock, for receiving the report of the directors, and for other purposes, in accordance with the provisions of the Act of Incorporation.

**COMBARTON AND NORTH DEVON LEAD AND SILVER MINES.**—THE ANNUAL GENERAL MEETING of the shareholders in the Combarton and North Devon Mines, will be held at the counting-house on the mine, on Wednesday, the 15th day of August next, at Twelve o'clock at noon, to receive the accounts and reports, as also to name directors for the ensuing year.

**EASTERN COUNTIES RAILWAY COMPANY.**—Notice is hereby given, that in pursuance of the Company's Act of Incorporation, a GENERAL MEETING of the Proprietors will be held at the London Tavern, Bishopsgate-street, on Wednesday, the 22d of August next, at One o'clock precisely, and that preparatory to such meeting the transfer books of the company will be closed between Saturday, the 11th, and Thursday, the 23d of August.

By the act passed in the present session of parliament for amending and enlarging the powers and provisions of the company's original act, it is provided that in future the proprietors may vote by proxy. The instrument appointing the proxy must be lodged with the Secretary three clear days at least before the holding of the meeting at which it is intended to be used, and the person in whose favour it is granted must be himself a shareholder.

Forms of the proxy paper may be obtained on application at the company's office; or to Mr. Halsall, 21, Lord-street, Liverpool.

No shareholder can vote, either personally or by proxy, who has not previously paid all calls due in respect of the shares of which he is proprietor.

By order of the board,  
J. C. ROBERTSON, Sec.

## CALLS.

**GREAT NORTH OF ENGLAND RAILWAY.—SEVENTH CALL.** Five Pounds per share, making the total amount called for £23 per share.—The Directors of the Great North of England Railway Company hereby give notice, that a CALL of FIVE POUNDS per SHARE, on each of the shares of the company, has been made this day, which is to be paid on or before Wednesday, the 22d day of August, now next ensuing, to the credit of Joseph Pense, Esq., M.P., the Company's treasurer, at any of the following places:—  
In London—At Messrs. Drevett and Fowler's.  
Liverpool—The Commercial Bank of Liverpool.  
York—The York City and County Banking Company.  
Newcastle, Shields, Sunderland—The Northumberland and Durham District Banking Company.  
Durban, Darlington, Stockton, Thirsk, Northallerton, Bishop's Auckland, Barnard Castle—At Messrs. Backhouse and Co.'s, or their Agents; or may be remitted through any country banker to Messrs. Drevett and Fowler, as above. Interest at 5 per cent. will be charged on all instalments not paid at the time mentioned.

By order,  
FRANCIS MEWBURN, Clerk to the Company.

Great North of England Railway Office, Darlington, July 24.

**ST. HILARY COPPER MINING COMPANY.**—Notice is hereby given, that at the Annual General Meeting held this day, at the Office of the Company, a CALL of FIVE SHILLINGS per share was voted unanimously. Such call is hereby accordingly made on the shareholders, payable at the banking-house of Messrs. Barnett, Hoares, and Co., Lombard-street, on or before the 11th August next.

15, Great St. Helen's, July 31.

## DIVIDENDS.

**RELISTIAN MINE.**—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share will be paid at the Office of the Company, 10, Broad-street Buildings, on Thursday, the 16th of August, and the following days from Twelve to Three o'clock.—July 26.

The transfer book will be closed on the 12th, and opened on the 17th of August.

**MINING COMPANY OF IRELAND.**—The Board of Directors of the Mining Company of Ireland hereby give notice, that a DIVIDEND at the rate of SEVEN PER CENT per annum upon the company deposited capital stock, for the half year ended 31st of May, will be payable on and after the 1st of September, at the company's office, 27, Lower Ormond Quay, Dublin; and at the office of Messrs. H. and J. Johnston and Co., Bush-lane, London.

The books for transfer will be closed from Saturday the 18th, to Friday the 31st of August.

Dublin, July 30.  
By order,  
RICHARD PURDY, Secretary.

**CANDONGA MINING ASSOCIATION.**—The proprietors of the Candonga Mining Association, in Half-yearly General Meeting assembled, having declared a DIVIDEND of TEN SHILLINGS per share, the same will be payable at the office of the company, on and after the 8th of August. The Transfer Books of the company will be closed from the 1st to the 7th August inclusive.

By order of the board of directors,  
Candonga Mining office, 8, Nicholas-lane, July 30. G. H. HEPPEL, Sec.

**COPIAPO MINING COMPANY.**—Notice is hereby given, that a DIVIDEND of TEN SHILLINGS per share will be paid to the proprietors, at the company's office, No. 22, Austin-frars, on Wednesday, the 15th of August, and following days (between the hours of twelve and three), pursuant to a resolution passed at the last Annual Meeting, held on the 26th ult. The certificates must be brought to the office on applying for the dividend, when Ten Shillings per share, reserved out of profits in hand, in part payment of the call made in July, 1877, will be inscribed thereon.

By order of the directors,  
22, Austin-frars, August 1. FRED. GRELLET, Sec.

**COMMERCIAL BANK OF NEW ORLEANS.**—In addition to the Dividend of Seven per Cent., and interest thereon, declared for payment in London on the 30th September next, the directors of the above institution have, at their general board, held at New Orleans on the 26th of June last, resolved "To declare a half-yearly dividend, out of the profits of the last six months, of Four per Cent. on the capital stock, payable to the stockholders in New Orleans on or after the 2d of August next, and to those in London on or after the 1st of November following."

REID, IRVING, and Co., Agents.  
8, Broad-street-buildings, July 30.

**CAMBRIAN IRON AND SELLER COMPANY.**  
Capital £300,000, in shares of £25 each.

With power to double the capital by the issue of additional shares.

**DIRECTORS.**  
William Bourdelle, Esq. Isaac Nicholson, Esq.  
Philip Carran, Esq. M.P. H. Lewis Small, Esq.  
Niven Kerr, Esq. William Shadbolt, Esq.  
John Melville, Esq. Thomas Stooks, Esq.

**Solicitors.**—Messrs. Tilson, Squance, and Tilson.

The directors have the pleasure of announcing to the shareholders and the public, that the above company has been formed agreeably with their prospectus, issued some time since, and the deposits of £2 10s. per share paid.

The iron works upon the bituminous coal property will be immediately commenced, the company taking possession from the 30th ult. They are now in negotiation for an anthracite or stone coal estate, and prepared to issue such further shares as may be necessary for carrying their arrangements into full effect.

On the bituminous property, the profits of the colliery and smelter manufactory will be applicable to a dividend upon the capital paid up, before the iron works are in complete operation.

Any further information may be obtained by application to the secretary, Burroughs Davenport, Esq., at the company's offices, 21, Moorgate-street, Bank, London; J. M. Buckland, Esq., Court Herbert, North; or J. H. Allen, Esq., Porth Cawl Pyie, Glamorganshire.

**LONDON ZINC WORKS AND ROLLING MILLS.** Wenlock-road, City-road.—These Works being complete in every department, dealers and consumers can be immediately supplied with all customary numbers of first-quality Malleable Sheet Zinc. Any extra size or number rolled to order on giving short notice. The attention of architects and builders is invited to Mr. P. STEINKELLER'S PATENT ZINC SLATES for Roofing, particulars of which may be obtained on application to JOHN BALL and Co., Agents.

Office, No. 11, Finsbury-circus, March 1.

**STANDARD OF ENGLAND LIFE ASSURANCE COMPANY.**  
8, King William-street, City, and Regent-street, London.

**CAPITAL—ONE MILLION.**

**DIRECTORS.**  
The Right Hon. The EARL OF CAVAN.

Major-General Christopher Hodgson, E.I.C.  
W. J. Richardson, Esq.  
Cuthbert Joyner, Esq.  
Frederick T. West, Esq.  
Henry Lawson, Esq.  
George Whitehead, Esq.  
J. Barrett Lennard, Esq.

**MUCH LOWER RATES OF PREMIUM THAN THOSE OF ANY OTHER OFFICE.** Hence an immediate and certain bonus is given to the assured, instead of the remote and contingent advantage, offered by some companies, of a participation in their profits.

Liberal commissions are allowed to solicitors and agents.

Increasing rates of premium,—twenty years' scale:

**Annual Premium for £, payable during**

**Age.** First Five Years. Second Five Years. Third Five Years. Fourth Five Years. Remainder of Life.

£ s. d. £ s. d. £ s. d. £ s. d. £ s. d.

15 0 19 4 1 3 5 1 7 11 1 13 1 1 15 10

25 1 3 6 1 8 7 1 14 5 2 1 4 2 9 7

35 1 10 4 1 17 2 2 5 6 2 15 8 3 8 4

45 2 4 6 2 14 8 3 7 4 4 3 6 5 4 3

By order of the Board of Directors,  
W. WRIGHT, Secretary.

## NATIONAL LOAN FUND LIFE ASSURANCE AND DEFERRED ANNUITY SOCIETY.

No. 26, Cornhill, London.—Capital £500,000.

EMPOWERED BY ACT OF PARLIAMENT.

PATRON—His Grace the Duke of SOMERSET, F.R.S.

**DIRECTORS.**  
T. LAMIE MURRAY, Esq., Chairman.  
Col. Sir Burges Camac, K.C.S.

J. Elliottson, M.D., F.R.S. George Lungley, Esq.  
Charles Farebrother, Esq., Ald. Kenneth Mackenzie, Esq.  
H. Gordon, Esq. John Rawson, Esq.  
Robert Holland, Esq., M.P. Joseph Thompson, Esq.  
Physician—J. Elliottson, M.D., F.R.S., 37, Conduit-street.

Surgeon—E. S. Symes, Esq., 38, Hill-street, Berkeley-square.

ACTUARY—W. S. B. Woolhouse, Esq., F.R.A.S.

By the new principles of Life Assurance in this Society, many essential advantages, besides that of securing a provision for a family, or for old age, are gained by the assured, and thereby a vastly increased value is given to each policy effected with the Society.

**SPECIMEN OF ANNUAL PREMIUMS TO INSURE £100.**

Age 20. Age 25. Age 30. Age 35. Age 40. Age 45. Age 50.

£ s. d. £ s. d. £ s. d. £ s. d. £ s. d. £ s. d. £ s. d.

1 13 7 1 18 6 2 4 4 2 10 11 2 18 8 3 9 4 4 4 2

**SPECIMENS OF DEFERRED ANNUITIES.**

**BENEFITS.** Options secured on attaining the age of Sixty-five, by an Annual Premium of £12s.

Age Annuity. Cash. Policy.

20 £ s. d. £ s. d. £ s. d. 20 £ s. d. £ s. d. £ s. d.

47 16 6 394 11 0 466 0 0 30 0 19 6 16 7 1 7 3 11

25 26 15 10 221 0 0 261 0 0 40 1 17 3 27 3 11 19 4 10

30 13 19 9 115 8 0 136 6 0 30 1 17 3 27 3 11 19 4 10

Also Annuities commencing at any other Age.

Prospectuses, detailing the objects of the Society at length, with every variety of Tables, may be had by application at the Office, and any of the Branches which are established in most of the principal towns.

F. FERGUSON CAMROUX, Secretary.

**PUBLIC COMPANIES.**

**MEETINGS.**

Irish Waste Land Improvement ... 57, Old Broad-street ... Aug. 8 ... 12.

Amicable Society ... Sergeant's Inn ... 8 ... 1.

London and Brighton Railway ... London Tavern ... 9 ... 1.

Birmingham and Derby Junction ... Dee's Hotel, Birmingham ... 9 ... 1.

British Rock and Patent Salt ... 6, Winchester-street ... 9 ... 1.

Bristol and Exeter Railway ... Merchants' Hall, Bristol ... 14 ... 12.

London Caoutchouc ... 23, King-street, Cheapside ... 14 ... 12.

Combarton and North Devon Mines ... On the mine ... 15 ... 12.

Great Western Railway ... City of Bristol ... 15 ... 12.

Birmingham, Bristol, & Thames Junction ... 1, Robert-street, Adelphi ... 15 ... 12.

London Grand Junction Railway ... City of London Tavern ... 15 ... 12.

London and Greenwich Railway ... City of London Tavern ... 16 ... 12.

Northern and Eastern Railway ... City of London Tavern ... 20 ... 12.

London and Birmingham Railway ... City of London Tavern ... 21 ... 12.

Eastern Counties Railway ... London Tavern ... 22 ... 1.

Commercial Railway ... London Tavern ... 30 ... 11.

Thames Haven Dock and Railway ... London Tavern ... 30 ... 12.

**CALLS.**

Great Wheal Charlotte ... 10s. Aug. 4 ... 54, Lombard-street.

Treleigh Consolidated Mines ... 7s. 6d. ... 7 ... Vere, Sapte, Banbury, & Co.

St. Hilary Mining Company ... 5s. ... 11 ... Barnett, Hoares, and Co.

Manchester & Birmingham R'way ... 3s. ... 11 ... Smith, Payne, and Smiths.

Essex Marine Salt ... 2s. ... 16 ... 11, Abchurch-lane.

Manchester and Leeds Railway ... 10s. ... 16 ... Cunliffe, Brooks, and Co.

South-Eastern Railway ... 2s. ... 20 ... Glyn and Co.

Great North of England Railway ... 5s. ... 22 ... Drevett and Fowler.

Great Wheal Prosper ... 5s. ... 24 ... J. W. Lubbock and Co.

London, Newcastle, &c. Shipping ... 1s. Sept. 1 ... 62, Threadneedle-street.

Canada Company ... 2s. ... 10 ... Masterman and Co.

Wheal Gilbert Mining Company ... 5s. ... 13 ... Grylls, Redruth; Hore, Lond.

Bischof Breide Mining Association ... 5s. Oct. 13 ... Williams and Co.

**DIVIDENDS.**

National Bank of Ireland ... 5 per cent. ... 39, Old Broad-st. Aug. 6.

Candonga Mining Association ... 10s. per sh. ... 8, Nicholas-lane ... 8.

Copio Mining Company ... 10s. per sh. ... 22, Austin-frars ... 15.

Relistian Mining Company ... 10s. per sh. ... 10, Broad-st.-build'gs. 16.

Colonial Bank ... 2 per cent. ... 13, Bishopsgate-street 20.

Minning Company of Ireland ... 7 per ct. ... Office, Dublin. Sept. 1.

Commercial Bank, New Orleans ... 7 per ct. ... London ... 30.

Standard of England Assurance ... 5 per cent. ... Half-yearly.

City of Dublin Steam ... 3 per cent. ... 15, Eden-quay ... 1.

Agus Life Assurance ... 3 per cent. ... 39, Throgmorton-st. ... 1.

Llanely Railway and Dock Company ... 4 per cent. ... 27, Cornhill ... 1.

Marine Insurance ... 5 per cent. ... 27, Cornhill ... 1.

**NOTICES TO CORRESPONDENTS.**

We are compelled, from the length of the notice, to defer, until next week, our remarks upon the patented improvements on Heating and Evaporating Fluids.

The insertion of several communications is also postponed.

The letter of Professor N. was received, and shall meet with attention. Captain T. W. W. left town for Wales on Thursday.

In reply to "A.B." we shall, if occasion requires, give additional Supplements to the proceedings of the meeting of the British Association.

**THE MINING JOURNAL,**

**And Commercial Gazette.**

LONDON, AUGUST 4, 1838.

The evidence of the "Irish Railway Commission" has at length been published, and although not so favourable to the establishment of railway communication in Ireland, as was probably expected by many, it is, notwithstanding, a document of immense value and importance, and will, in all probability, be attended with great advantage to that country.

The gentlemen appointed to fill the difficult and responsible situation of Commissioners, were individuals of such acknowledged talent and integrity, that in the laborious discharge of their duties a large amount of accurate and valuable information could hardly fail to result from their inquiries; and to a country possessing the capabilities and resources of Ireland, nothing can be of greater value than the publication of useful and authentic data, tending to illustrate her real position and great internal resources.

Railway travelling, if measured by money alone, can never be cheap as compared with the ordinary modes of communication; and although, in a wealthy country like England, the saving of time, and the comfort and convenience of this mode of transit, will ever give it the decided preference: the same thing could hardly take place to a similar extent in Ireland, where the great mass of the population is so wretchedly poor, as to be unable to make use of any conveyance whatever.

We are inclined, therefore, to believe (and this opinion is borne out by the report before us) that, till the condition of Ireland is much ameliorated, railways of great extent would be of but little value to the country generally, and, consequently, afford but small remuneration to the capitalist; and it is thus fortunate that what might have proved a serious misapplication of capital has been prevented. To this general view there are of course local exceptions; and while we should certainly be disposed to think unfavourably of great lines hastily projected and traversing the country in all directions, in the manner that is now proceeding in England, we are certain that many smaller works of the kind may be executed with great advantage, no less to the capitalist than to the country. To a country situated like Ireland, local railways may be made of much benefit to the district through which they are carried, and the towns at which they terminate; they will afford the means of

trying the great experiment of railway communication at a small cost and on a small scale, and will thus eventually lead to its more extensive introduction.

The scope for improvement is so vast in that country, that it need occasion little disappointment if the introduction of extensive railways be for a time postponed, for the capital of England may flow meanwhile into other equally beneficial channels, so far as the Irish people are concerned. We have long directed attention to the mineral wealth which undoubtedly prevails in that part of the kingdom, and have endeavoured to promote its development through the medium of English capital, and we find with satisfaction not only that events are constantly occurring corroborative of our favourable opinion, but that an increasing disposition is beginning to manifest itself to make those investments which we have recommended. Viewed in this light, as showing many of the important features of Ireland in their true character, which were before but imperfectly known or ill understood, the Railway Commission Report is calculated to do much service to that country; it will indeed ever form a standard work of reference on many important matters connected both with the physical structure of the country, its population, traffic, and internal resources. We are thus led to hope that the publication of this work may form an era in the future history of Ireland, and be the means of approximating together the labour of the Irish peasant and the wealth of the English capitalist, to the mutual benefit, as we trust, of both parties.

Some time has now elapsed since a notice appeared in our Journal of a machine lately invented by Lord WILLOUGHBY D'ERESBY for compressing peat or turf, the extensive utility of which was pointed out by our correspondent, Mr. PRIDEAUX, in the Fourth Monthly Part of the MINING REVIEW, and can, indeed, hardly be appreciated by those who are not, like ourselves, well acquainted with the immense abundance of this useful production which exists in this country, and more especially in the elevated districts bordering England to the north and west, and its value as a fuel to the population of those districts.

The machine in question is calculated, however, to be of great utility, not only to the poorer residents of our mountainous and moorland tracts, by whom peat is used as their principal fuel, and often entirely supplies the place of coal, but also to mines and smelting works which are situated in similar situations, and by which this substance has long been occasionally used to a small extent, under circumstances of disadvantage which may now, in all probability, be entirely removed. It must, therefore, be a subject of regret that the use of the process is much retarded, as we know to be the case, not for want of a due appreciation of its merits, but from so simple a cause as want of proper information respecting the cost of the apparatus, the places where it may be obtained, its weight, bulk, &c. Having received several letters requesting information of this kind, which we have been unable to afford, we hope the prominent notice now given of the subject, and the evident necessity for diffusing every information respecting it will have the effect of eliciting all the necessary particulars, either from the noble inventor (who has generously thrown open the invention to the public, reserving no patent right), or from individuals who may have constructed the machine, or may be desirous of supplying it. Next, indeed, in value to the original contrivance, will be the general diffusion of that information which is now alone requisite to secure the extensive adoption of the process, and the benefits which must result to a large population from its use; and, in accomplishing this object, the assistance of our columns will readily be given.

As we consider peat to be a fuel deserving of more attention than is generally given to it, and that its value is much enhanced, and that, consequently, its uses may be greatly extended by the process of compression above noticed, a few remarks upon that substance may not here be misplaced. In peat we are presented by Nature with an imperfect embryo of coal, and although infinitely inferior to that invaluable mineral in perfect combustion and intensity of heat, it must also be remembered that, instead of being raised from great depths by costly mining processes, it is found upon the surface of the ground in vast abundance, and that its cost is absolutely nothing to the labourer beyond the time spent in cutting and drying it.

The labour or expense of cutting or paring a soft spongy mass lying quite upon the surface, is of course but small; but the time and trouble required for thoroughly drying a substance so completely saturated with moisture, is of course very considerable. After being partially dried in the sun, it repeatedly happens that the peat is again soaked as thoroughly as ever by those heavy rains, which are well known to be even more prevalent in elevated and hilly districts than elsewhere. It thus happens that months will often elapse after the peat has been cut, before it is sufficiently dry for use; or it may even have to be burned at last (as we have frequently seen) in too damp a state to give out its proper heat, and with its real value therefore much impaired.

To the labourer who depends upon turf as his principal fuel the inconveniences we have now named must be severely felt, while where turf is used for metallurgical purposes, as it is to a small extent in the north of England, and to a much greater in France, the evils must be very considerable indeed, and have, we feel convinced, unduly limited the application of this useful substance.

These difficulties, there is good reason to believe, may now be entirely removed by Lord WILLOUGHBY D'ERESBY'S ingenious contrivance, which receives the turf exactly as it is cut, and by simple pressure squeezes out the moisture at once, thus not only saving the long and precarious operation of drying, but giving greater closeness and compactness to the mass, which affords, in consequence, a greater degree of heat from the same bulk, and is in fact, in some degree, approximated towards the nature of coal, one of the natural agents in producing which from its original vegetable matter, was in all probability intense pressure.

The value of the process appears to us to be great, not only to the labouring population who use this fuel, but also, as before noticed, to such mines and smelting-works as may be in the close vicinity of peat, but yet at a distance from coal, and therefore at a heavy expense in



obtaining it. From what we have seen of the use of peat, we are inclined to believe that this substance, after undergoing great pressure, may be made applicable to many metallurgical uses, and therefore conducive to that great object which we have ever so strongly advocated—*economy in mining*. The quantity of this fuel which exists in many of our mining districts, is immense; we have seen thousands of acres covered with it from five to ten feet in thickness, and it is not unimportant to consider that the more extensive use of it would greatly economise our vast and abundant, but still positively limited, supplies of coal.

In our last Number we announced that the committee on Joint-Stock Banks had concluded its labours for the present session, without agreeing to any formal report on the subject, and that, consequently, another year must elapse before any sensible benefit is experienced from the long-pending investigation, in which that committee has been engaged.

In the few remarks which accompany the evidence, the committee recommend to the serious attention of Parliament, the three following important questions, as connected with the general subject under consideration:—

1. The country branches of the Bank of England, their system of government, and the principles on which they are conducted.
2. The system of advances at 3 per cent. from the Bank of England, to banks undertaking to circulate Bank of England paper, in place of the paper of joint-stock and private banks.
3. The question of the Bank of Ireland, the exclusive privileges of that corporation, and the expediency or in expediency of those privileges being continued.

These are searching questions, and should the consideration of them be seriously taken up, as we may now reasonably expect in the next session of Parliament, it is hardly possible but what much benefit will be derived from their discussion. The committee further recommend a temporary provision for the difficulty now existing in the recovery of debts in co-partnership concerns, as will be seen in another part of our columns.

We have merely time briefly to direct attention to the following important resolutions which were agreed to by the Committee of the House of Commons last night, and which will form a subject of great interest to our friends in Cornwall. We necessarily postpone any remarks till next week, when attention will be given to the subject.

1. "That the duties of customs payable on the importation of tin and tin ore shall cease, and, in lieu thereof, the following duties shall be paid, that is to say:—  
Tin, the cwt. £0 15 0  
Tin ore, for every 1000 lb. of the value. 10 0 0
2. "That the duties payable on the coinage of tin in the counties of Cornwall and Devon shall be abolished."
3. "That, in lieu of the coinage duties on tin in the counties of Cornwall and Devon, the Commissioners of her Majesty's Treasury be authorised to direct the issue to her Majesty, or the personage entitled to the revenues of the Duchy of Cornwall, of an annual sum out of the consolidated fund, equal to the net average annual amount of the said coinage duties."
4. "That the Commissioners of her Majesty's Treasury be authorised to make compensations, out of the consolidated fund, to all officers and others employed in relation to the said coinage duties, for any loss they may sustain by the abolition thereof."

#### THE FUNDS.

CITY, FRIDAY EVENING.

Consols have been heavy during the week, with a tendency to decline; they have, however, slightly recovered, leaving off 93½ for the account. Exchequer Bills are also rather better than our last quotations, having been done at 76. India Bonds 75 77 pm. The foreign market remains in the same torpid state as last reported.

Shares admit of but little comment this week, the fluctuations having been trivial. Great Westerns are quoted 15 premium; London and Birmingham 80 81 premium; London and Southampton 5 dis.; London and Brighton 1½ dis.; London and Blackwall ½ dis.—The following are the latest quotations:—

Consols closed at 93½ for money, and 93½ for account. The Three-and-a-Half Red. Ann. 101½; New Three-and-a-Half 101½ for money; Bank Stock 207½; and India Stock 264½ money.  
Portuguese Old Fives 71½ 72; New Fives ditto 34½ 35; The Three ditto 22½. Spanish Bonds, with the May Coupons, 21½; Passive 4½; and Drawn Deferred 18½. Danish Bonds 74½ 75. Dutch Two-and-a-Half per Cents 54½ 55; and the Old Fives 102½.

It appears from the quarterly returns of the aggregate amount of notes circulated in England and Wales by private and joint-stock banks, and their branches, &c., that the circulation of the private banks, which now amounts to 7,383,247l., has increased during the three months between the 31st of March and the 30th of June, 1838, in the sum of 377,875l. The circulation of the joint-stock banks appears to be, on the average, 4,362,256l., being an increase in the sum of 441,217l. This result, from the moderately improved state of the country, was rather anticipated; at the same time, when the joint capitals of all the private and joint-stock banks of issue are compared with that of the Bank of England, and the like increase in its circulation, there is nothing particular to remark.

#### LATEST INTELLIGENCE.

CITY, TWELVE O'CLOCK.—Consols for Account, 93½; Exchequer Bills, 74 76 premium; East India Bonds, 75 77 premium; Dutch Five per Cents, 102½; Ditto Two-and-a-Half per Cents, 54½ 55; Portuguese Five per Cents, 34½ 35; Ditto Three per Cents, 22½ 23. Railways:—Brighton, 1½ 1½ dis.; Great Western, 14 15 premium; London and Birmingham, 80 82 premium; New, 23 24 premium; Southampton, 44 45 per share; New, 20 21 prem.; York and North Midland, 2 1 dis.

CAMBRIDGE, AUG. 2.—Average standard, 106l. 18s. 0d.—Average produce, 7.—Average price, 4l. 14s. 6d.—Quantity of ore, 2708.—Quantity of fine copper, 191 tons 15 cwt.—Amount of money, 13,058l. 3s. 6d.—Average standard of last sale, 105l. 18s.—Produce, 7½.

LIVERPOOL SHARE MARKET.—July 26. The market to-day has been extremely dull; New Southamptons inquired for, at 18l. 10s. premium.—27th. An extremely limited business has been this day transacted; buyers of Chester and Birkenhead at 17l.—28th. There has been a very inactive market to-day, nothing doing worthy of remark.—30th. There has been little business doing to-day, the market continues dull.—31st. London has declined to 80½ premium, Brightons to 37s. 6d. dis.; the market continues dull; there are inquiries for Midland Counties at 7½ discount.—Aug. 1. The market to-day has been somewhat better; Great Westerns advanced to 15 prem.; Brightons are also a shade better.—*Gore's Liverpool Advertiser.*

BIRMINGHAM SHARE MARKET.—There has not been much doing in the railway shares this week. Great Westerns are now at 14½ premium. Greenwich 4 to 4½ dis. Birmingham and Gloucester 10½ dis. (20l. pd.) Midland Counties 7 dis. British Iron 40 dis. Claridge's Asphalt 3½ pm. In banking shares, the quotations have been—Australasian 21 pm. London and Westminster 3½ pm. Joint-Stock 2 pm.—*Birm. Advertiser.*

BANK OF ENGLAND.—QUARTERLY AVERAGE OF THE WEEKLY LIABILITIES AND ASSETS, FROM MAY 1 TO JULY 24, INCLUSIVE:—

LIABILITIES.		ASSETS.	
Circulation ..	£19,286,000	Securities ..	£22,601,000
Deposits ..	10,424,000	Bullion ..	9,749,000
	£29,710,000		£32,350,000

Downing-street, July 26.

#### NEW COMPANIES.

Under this head we propose to notice weekly the several new projects which may be brought forward, and to which public attention is directed, through the medium of the press or otherwise, confining ourselves, however, to "Public Companies," and briefly noticing their objects with such general information as is conveyed by the prospectuses, or which may be gathered from other sources, on which reliance may be placed. We shall, therefore, feel at all times obliged for particulars duly authenticated, on subject of projected companies; and while it will be our object to avoid the exercise of bias in favour of any particular undertaking, we shall at the same time endeavour to collate such information as is calculated to afford to the capitalist the opportunity of judging of its merits, and the correctness of the opinions put forward in the representations of the projectors.

During the past week but few new companies have appeared, either in the market or announced; of the former, that of introducing steam navigation in the bay and waters of the province of Bahia, has already been observed upon in a late Number—it is styled

##### THE BAHIA STEAM NAVIGATION COMPANY.

Capital £80,000, divided into 8000 shares of £10 each.  
Office, Lombard-street-chambers—Solicitors, Messrs. Freshfield and Sons—Secretary, Mr. G. H. Heppel.

From 35,000l. to 40,000l. it is assumed, will be sufficient capital to give effect to the contract, and provide three small steamers for the bay, and two larger boats for the coast—2000 shares are reserved for inhabitants of Bahia and its neighbourhood. No steam-boats are at present employed—the exports are represented as being large, and the population of the province 650,000—the city of Bahia alone containing upwards of 200,000 inhabitants. An exclusive privilege from the government has been secured by the company for ten years. A similar undertaking in the bay of Rio Janeiro has, in about three years, nearly doubled its capital by profits, which it has invested in additional steamers, besides which, the company paid last year 25 per cent. dividend on its capital. The shares were issued this week, and commanded a premium of 1l. per share; they are now quoted par to ½ premium.

Of those companies which may be considered only as projected from the announcement which appears through the medium of the public press and prospectuses, we may notice

##### THE IRISH LAND INVESTMENT COMPANY.

Capital £500,000, in shares of £50 each. Deposit £2 10s.  
Formed for the purpose of buying landed estates in Ireland, and disposing of them in lots suited to the capital of purchasers.

We are given to understand that nearly the whole of the shares are subscribed for by *bond fide* holders.—The importance to be attached to the success of this company, however, is such as to warrant a distinct notice which, with further details of its objects, and the benefits likely to arise therefrom, shall appear in our next.

##### HANCOCK'S PATENT SAFETY STEAM-BOILER AND LOCOMOTIVE-ENGINE MANUFACTURING COMPANY.

Capital £500,000, divided into 15,000 shares of £20 each. Deposit £2.  
Having for its objects the manufacturing of patent safety boilers applicable to steam vessels and steam carriages of all kinds, as also improved locomotive-engines for railways and common roads.—Secured by letters patent.

##### THAMES OMNIBUS STEAM-PACKET AND PIER COMPANY.

Capital £200,000, in shares of £10 each. Deposit £2.  
For a detail of the objects of this company we refer our readers to a paragraph in our columns of last week, and have only now to state, that the difficulties we then contemplated, with regard to the watermen, appear to have been obviated by an arrangement with that body.

##### THE LINCOLN'S INN BUILDINGS COMPANY.

Capital £150,000, in shares of £100 each. Deposit £10.  
The object of this company is to open a wide and direct carriage road from Lincoln's Inn-fields to the Strand.

##### VICTORIA LIFE ASSURANCE AND LOAN COMPANY.

Capital £500,000—20,000 shares of £25 each. Deposit £2.  
This society intends insuring lives for sums as low as 50l.—and advance money in sums of 200l. and upwards, either by way of loan or on annuity.

THE IRON TRADE.—The Shropshire and Staffordshire ironmasters, at their quarterly meetings last week, have agreed to make no alterations from the last quarterly quotations. With respect to the prospects of the iron trade, we have pleasure in stating that they wear a very healthy appearance. Large orders for rails, for home consumption, have latterly been given out; and the principal houses are full of orders for other descriptions of iron. Large orders for rails have also arrived from America, subject to the contingency of raising money upon the security of ore in the States; and it is anticipated that, upon money matters in America improving, large quantities of this and other descriptions of iron will be required in that country.—*Merthyr Guardian.*—Since our last mention of the state of the Iron Trade, the demand has continued steady, principally, however, arising from the numerous contracts for railway iron which yet remain uncompleted, and which, for a long time past, have kept many of the largest works in the neighbourhood almost wholly employed. There are also, we understand, several large contracts not yet entered upon. The demand for hardware is gradually assuming a more healthy appearance, and we look forward with confidence, ere long, to a more improved state of things in the trade of the neighbourhood generally.—*Midland Counties Herald.*—The iron works in the southern division of Staffordshire seem to exhibit appearances of a brisk and flourishing trade. In consequence of extensive orders, great activity and animation prevail in the Brunswick Iron Works, near Walsbury, in getting up locomotive shafts, axles, &c. As these are manufactured on a new patent principle by welding central and radial bars together, at a single heat, their hardness, tenacity, safety, and durability are incomparably greater than those produced by the old process. In case of accidents and sudden collisions on railways, the shafts thus made may bend, but will not break; and will doubtless have a tendency to act as a preservative of human life.—*Staffordshire Advertiser.*

GOLD COINAGE.—The subject of the gold coinage is beginning to attract the serious attention of the private bankers in the City, its depreciation in weight now causing an immense quantity of sovereigns to be rejected by the Bank of England, to the extent, some persons assert, of one-half of all the daily payments which are offered at that establishment. In this course the Bank of England is justified undoubtedly, the object of the regulation being to prevent the practice of "sweating" the gold coinage, as that nefarious operation is termed, by which a number of sovereigns is shaken in a bag, which is afterwards burned, and the gold dust collected from the remains. Owing principally to this practice the depreciation in the weight of the gold coinage is so rapid that, by experiments made at the Mint in the year 1833, it was found that the sovereigns of 1817 had lost 8s. 10d. in each hundred pounds; those of 1821, 9s. 1d. per hundred; those of 1825, 6s. 8d., and those of 1829, 6s. 2d. per hundred; whilst upon the half sovereigns coined in 1817, the loss, according to the same experiments, was as great as 16s. 4d. per two hundred; of 1821, 13s. 10d.; of 1825, 13s. 6½d.; and of those of 1829, 6s. 2d. per two hundred half sovereigns. At this time the quantity of gold rejected by the Bank of England, and by the Customs, Excise, and Stamp-offices, is so seriously complained of by the mercantile interests, that some remedy for these inconveniences and losses must be found, it is thought, before very long time. The difficulty in the case is in the dispute which exists between the Treasury and the Bank of England as to which party is bound to pay the expenses of remelting the coinage of the country, the Bank of England having formerly been at the cost of 70,000l. in remelting the silver coinage, of which only one-half was allowed by the Treasury; and then, after all, the question of liability had been in dispute for a great number of years. It would certainly appear only just that the Government, by whom the coinage is issued, should pay the expenses of keeping it at the same weight at which it was originally sold to the public; but, on the other hand, to be continually repairing the frauds of the "sweaters" would only be an encouragement to the fraud. However this may be arranged between the Treasury and the Bank of England, it is clear that the loss ought not to fall on the public at large, and that some arrangement should be formed forthwith for the prevention of the great derangement in payments which is so much complained of by those whose transactions are extensive with the Bank of England, the Customs, and Excise.

INGENIOUS INVENTION.—Mr. James Duncan, watchmaker at Glenluce, has lately constructed a small steam-engine on the high-pressure principle, the novelty of which consists in the steam acting twice in the cylinder before it escapes into the atmosphere, by which there is a saving of half the fuel, and half the water which a common engine of the same power would require.—*Edinburgh Evening Courant.*

#### MINING CORRESPONDENCE.

##### ENGLISH MINES.

###### WHEAL SISTERS MINING COMPANY.

Gunnis Lake, July 31.—I have been obliged to suspend the driving of the adit east, the water being nearly up to the adit. In Wheal Brothers have stopped the communication of air, so that the men could do nothing, and have put them to drive the shallow adit west from Wall's shaft; the ground between Wall's shaft and the boundary shaft not having been opened above the deep adit, I think there is a chance of meeting with bunches of silver in this ground. The lode in the end is about ten inches big, composed of flucan, sphatose-iron, and some lead, set at 35s. per fathom. As soon as the level north is cut, I think it will be advisable to sink on the lode about twenty fathoms to the east of the present adit, and where there is a large gossan lode, that will make a small produce for silver. J. COCKING.

###### HOLMBUSH MINING COMPANY.

July 30.—The ground in the engine-shaft still continues hard: sunk this month four feet five inches. In the eighty fathom level west no alteration. The stopes in the back of this level are still a good course of ore, worth from four to five tons per fathom. The lode in the end of the seventy fathom level west is not improved. The stopes in the back of this level are worth from three to four tons per fathom. The lode in the seventy-two fathom level west, at Flap-jack, is about two feet in width, chiefly composed of mundle, spar, and jack, with spots of copper ore. The lode in the sixty-two fathom level west continues to improve, which is now a good course of ore, worth about four tons per fathom—good quality. The lode in the fifty-two fathom level west is also improved, worth at present about 24l. per fathom. The lode in the winze sinking below the sixty-two fathom level is poor. You will ascertain the state of our tribute department by reference to our setting list. Our sampling will commence this morning at Calstock quay, which we expect will weigh from 115 to 120 tons, of good quality ore, and, according to the present prospects of our underground operations, we hope shortly to augment our samplings. F. PHILLIPS.

###### ST. HILARY MINING COMPANY.

July 25.—We sampled yesterday seventy-seven tons of ore, viz., fifty-eight tons, calculated to be worth 6l. 2s. 6d., and nineteen ditto, worth 3l. 5s.

July 27.—*Seventy Fathom Level* (east of engine-shaft).—Lode nine inches wide, producing good ore. *Seventy Fathom Level* (west of ditto).—Lode eighteen inches wide, with stones of ore. *Sixty Fathom Level* (east of ditto).—Lode two feet wide, very promising, with good stones of ore; the winze in fifty fathom level (east of ditto) is going down in good ore ground. *Sixty Fathom Level* (west of ditto).—Suspended. The back of the seventy fathom fathom level (west of engine-shaft) was stopped last month on tutwork, but we consider it best to set it on tribute. It is probable more pitches will be set next week, as our tribute setting was more lively to-day than I ever experienced it. C. H. RICHARDS.

###### GWINEAR MINING COMPANY.

July 28.—*Thirty Fathom Level* (west of sump).—Good branch of tin, three inches wide; the stopes in bottom of twenty ditto, the lode is two feet wide, good for tin; ditto, in back of said level, the lode is eighteen inches wide, good for tin; the shaft on the south lode is on the twenty fathom level—it does not appear it will pay for stopping on tutwork; we shall now try to set it on tribute, but no one is inclined to take it to-day, and if not set in on tribute in a few days, we shall put three or four men to stop in various places, and try the work often, to see whether it will pay or not. For the present we have suspended the twenty fathom level end west, the lode being small. C. H. RICHARDS.

###### WEST WHEAL JEWEL MINING ASSOCIATION.

July 30.—Buckingham's perpendicular shaft is now sunk about three fathoms under the deep adit—good ground for sinking. South adit shaft ground continues hard. The thirty fathom level south, on Hodge's cross-course; in this end, we have dialled, and found we are rather beyond the distance of the south shaft, and we have turned to drive west, to get perpendicular under it. The thirty cross-cut north; ground rather harder than last reported. At Wilkinson's engine-shaft we have completed cutting the ground, and are fixing the lift to begin to sink. M. WILLIAMS.

###### POLBREEN MINING COMPANY.

July 28.—We have again resumed the sinking of Vice's Flat-rod engine-shaft below the twenty-two fathom level, and the price given is 15l. per fathom. In the cross-cut going south of Stainsby's engine-shaft we have not yet cut the lode, but expect to do so before the end of next month. I see no alteration in the ends at the twenty-two fathom level, either on Dorcas's or Bowl and Butt's lode, since Captain Rowe last addressed you. The twelve fathom level, on Dorcas's lode, driving west of Williams's shaft, is again improving; the lode is about six inches wide, with some good work for tin. Our tribute pitches, on the whole, I consider to be looking better, and the tributers have a fair prospect of getting wages. RICHARD TRELEASE.

###### BRITISH TIN MINING COMPANY.

July 30.—*Robert's Shaft* (adit level).—The lode in the east end is about twelve inches big, producing some tin in easy ground. The lode in the west end is about two feet wide, producing some tolerable work. *Trelawny Adit Level.*—Have come into a stop of ground about two feet six inches high; it appears that old men have made a stop here and gone on again, as we have heads before us. The lode in this stop of ground is about three feet wide, producing some tolerable work. I am encouraged by seeing this stop left, as it intimates they followed something still better. J. BRAY.

###### CORNUBIAN MINE.

Chiverton, July 31.—In our eight fathom level the lode is poor at present; the ground still looks favourable for lead. In our twenty-four fathom level east, on the Chiverton lode, the ground has proved hard this week. It appears this day to be improving, the ground is softer, and the lode more kindly. The same level east, on west counter, the ground is hard, and the lode poor at present. Our thirty-two fathom level west, on Chiverton lode, has not turned up as well this week as I anticipated, but still this level looks promising. The same level east, the ground has proved hard this week, but it is now altered for the better. We have now dressed about five tons of lead, and seven tons undressed at surface, and I expect about four tons broke underground, and our tributers are getting on tolerably well. JOHN BORLASE.

###### UNITED HILLS MINING COMPANY.

July 31.—*Twenty-five Fathom Level.*—The lode is about two feet wide, very good for ore. *Thirty-five Fathom Level.*—The lode is from two to three feet wide, producing some ore of a fair quality. The lode in the end is from four to five feet wide, three feet good ore. *Adit Level.*—Still driving north at this level: stopes continue to produce ore of a fair quality. *Ten Fathom Level.*—In driving east the lode is one foot wide, with some good ore, and looking kindly. *Twenty Fathom Level.*—No alteration. *Thirty Fathom Level.*—The stopes are not so productive as they were; there has been no ground driven in this end for the last week. *Williams's Shaft.*—Lode four feet wide, two feet good ore. *Thirty-six Fathom Level.*—No alteration. The lode in the east end is yielding ore of a good quality. C. PENROSE.

###### TINCROFT MINING COMPANY.

July 25.—I beg to say that the lode in the eighty-one end continues equally good as reported in my last, and still likely to continue much further. The ninety end is still improving: I think we shall get into the same run of ore ground we have in the eighty-one in a short time. The 100 is much the same as usual: the pitch in the back of the 100 is still looking well, but the ground is a little harder. No alterations have taken place in any of our other bargains. Two pitches in the back of the eighty-one have improved for copper since my last. I expect we shall get upwards of 200 tons of copper for the next sampling, and I hope the next parcel of tin will be a little exceed the cost. WILLIAM PAUL.

###### TAMAR SILVER LEAD MINING COMPANY.

July 28.—Yesterday morning I arrived here, and proceeded at once to examine throughout the underground operations, the whole of which, both as respects the tribute and tutwork department, have been carried on, as usual, with regularity, with steady and proper working on the part of the labourers. At the 135 fathom level driving south of the engine-shaft, we have a large lode, presenting a very promising appearance, producing good stones of silver lead ores, and, I may add, several other ends, particularly the 75, 85, and 95 fathom levels going south, are working encouragingly, and I am of opinion very likely to open a large quantity of good ore tribute ground. We have held our monthly setting to-day, and, on the whole, at fair average prices for tribute and tutwork, particulars of which no doubt are forwarded you by Captain James. In conclusion, I still believe Tamar will continue to prove (for a long period) a profitable mine to the adventurers. Our next sampling we consider will not be less than the last for June, and which I hope will be satisfactory. R. ROWE.

July 30.—We held our monthly setting on Saturday, an account of which is annexed. At North Tamar you will observe we have put the men to drive a shallow level into the shaft, for the purpose of ventilation and letting out the water. We calculate on this work taking a month or six weeks. In the 135 fathom level driving south, the lode is from one and a half to two feet big, very kindly, and some good work. In the ninety-five fathom level driving south, the lode has been disordered by a slide. A kindly and ore lode now appears to be making again. In the eighty-five fathom level driving south, the lode is about a foot in width, saving work. We have resumed the driving of the seventy-five fathom level, south of the shaft, and have a very kindly lode, about fourteen inches big, all saving work. MARK JAMES.



## ENGLISH MINING COMPANY.

**Great St. George, July 31.**—At Great St. George south mine, the lode at the eighty fathom level west of flat-rod shaft is three feet wide—twelve inches of which forms a leader of ore and muddle, and yielding of the former two tons per fathom; the ground in its vicinity is hard, and the appearances on the whole not so promising as heretofore, although the men for some days past have been occupied in cutting through the lode east of the shaft at the same level, yet from the excessive hardness of the ground the capels are not yet broken down, consequently nothing at present can be said of the lode. The winze at the bottom of the seventy west of this shaft is sinking through a large and hard lode, containing spar, muddle, and ore—of the latter very little; the shaft is progressing downwards very satisfactorily—another fathom set as at the last setting. The lode at the forty fathom level west of Burton's is fifteen inches wide, of ore—in general poor. The thirty west of the same shaft still presents but a poor appearance. The lode at the twenty fathom level, in same direction, yields about one ton of ore per fathom, which for a width of two feet is accompanied by spar, capel, and muddle. The winze at the back is passing through a lode eighteen inches big—ore estimated to be worth 8s. per fathom. The appearances at the ten fathoms west are not so promising as they have hitherto been, being disordered by killas, and is consequently poor. Callaway's lode, at the thirty west of engine-shaft, is not so rich as when last reported, about 5s. worth of ore being its present value. The downright and flat lodes are now separating fast, and the quality of the intermediate branches has undergone a very evident deterioration; not the least doubt, however, can be entertained of much good resulting from this discovery. The south part of Callaway's lode, at the ten fathom west of Stephens's, consists chiefly of spar, in which a small quantity of ore is discernible. The fifty fathom level east, towards Mudge's shaft, is unfavourable; the lode fifteen inches big, in which is but a little ore. The thirty fathom level east of Campbell's shaft, for four fathoms, has been driven upon the course of a large and promising lode, yielding occasionally some good stones of ore—lately diminished. In the tributary ground some changes have taken place, some for the better and some for worse. At Wheel Leisure very little alteration generally. The 116 fathom level east contains a small and poor lode, but at the same time is imbedded in so fine a channel of ground as to encourage hopes of an alteration. West, at the same level, the lode is nearly two feet big, and some spots of ore. The appearances of the 106 fathom level are promising, but still unproductive. Some good stones of ore are breaking from the ninety-six east, and generally encouraging. At Wheel Prudence, sixty-two fathom level, the lode continues large and promising, about two tons of ore per fathom. The cross cut at this level is much the same. The main lode at the fifty-two is from four to five feet wide—of ore, two tons per fathom; although not rich, good stones of ore are now being extracted from the north lode, at the same level; an improvement has taken place in the ground, two fathoms having been set last week at 4s. per fathom. The cross-cut at the forty-two fathom level is completed to Bourdillon's engine-shaft, and men opening the sides of the level preparatory to rising—the latter is going on satisfactorily.

H. HUMPHRIES.

## REDMOOR CONSOLIDATED MINING COMPANY.

**Callington, July 30.**—Herewith I beg to hand you the weekly report of these mines. In driving south on the lead lode, at the forty fathom level, the lode is from six to eight inches in width, chiefly composed of muddle and spar, producing a small portion of silver lead ore. At the fifty fathom level (north) the indications are more favourable than hitherto: lode about six inches big, yielding some good stones of lead. At the sixty fathom level south no alteration has taken place since my last worthy notice. Driving on Johnson's lode, at this level, the lode at present is in a disordered state, by a mixture of killas and spar; it is, however, to be hoped it will again shortly resume its former productiveness. The lode in the rise is from four to six inches wide, and has in the past week produced some good work for silver lead ore, and has laid open a fair prospect of ground, which will be worked on tribute at a low price. This being our monthly setting-day, we have set a new pitch, south of the rise, at a fourth per 21 cwt. The number of pitches set this day is seventeen in all, varying from 2s. 5s. to 9s. per 21 cwt. for silver lead ore. We have resumed driving the north end, at the sixty fathom level, the lode is from ten to twelve inches wide, rich for silver lead ore. Johnson's winch-shaft is sunk below the forty fathom level six feet five inches. We hope speedily to communicate the said shaft with the fifty fathom level.

S. HARPUR.

## EAST MULBERRY HILLS MINING COMPANY.

**Lanivet, July 31.**—Since our last report we have made some discoveries in clearing the old footway shaft, where we have had some good branches of tin in the back of the sixteen fathom level leading north, and a quantity of workings to the south of the shaft twelve feet in width, and all the stuff broken by the old men drawn to the surface and carried to stamps. We have also cleared the deep adit shaft to the back of the twenty-four fathom level, and have found sufficient stipes at the eighteen fathom level to employ twenty men on tin ground, which I believe will pay well; the twenty-four fathom level is not yet clear, from which I am informed the greatest quantity of tin has been risen. At Unsworth's shaft there has been but little done, as it is near the buildings, and not floors made at the surface, but have stipes to employ men when wanted; at Beall's shaft the levels remain much the same as when last reported; we are now putting in stulls, and making preparations to employ a sufficient number of men to supply the steam stamps, which I hope will be at work in about six weeks. We have returned a little more than two tons of tin, but should it be asked why we have not returned more, the answer is ready, when we had a sufficient quantity of water for the stamps we had not cleared the stipes, and the greater part of the stuff stamped was old men's attle; since we have discovered the stipes the water has been so slack that we have scarcely stamped anything for the last three months. I still retain my former opinion of the mine, that we shall, the coming winter, realise to the fullest extent the prospects before reported.

WM. HOOPER.

## EAST WHEEL STRAWBERRY MINING COMPANY.

**July 30.**—The engine-shaft is now sunk about seven feet below the adit level, but finding the water rather quick, we commenced on Saturday putting down a sinking lift, which will be completed to-day. The ground in the twenty-four fathom cross-cut continues spare for driving. Here we have intersected a small cross-course, from four to six inches in size, which we have never before discovered in any other part of the mine; and, from the present bearing of it, we may expect to cut it at the thirty-five fathom end east in driving ten fathoms farther; and as all lodes make best about those intersections, we may reasonably expect improvement. The lode in this end is one foot big, composed of fluecan and peach, though at present poor. In the west end the lode varies little from the last report of it. The tributaries in this part of the mine continue still to bring to surface a great quantity of work. At Boundary we have cleared to the west of the winze, alluded to last week, about fifteen fathoms, and hope to have it cleared to Boundary shaft in a few days. We have also cleared east about twelve fathoms, but in this part the air is very much against us, but we hope it will be better as soon as we have communicated this level with Boundary shaft. On Thursday we hope to put sixteen heads at the fire stamps, and fifteen additional ones in three weeks. On Saturday last we sold 5 tons 20 lbs. black tin for 205l. 7s. 3d., which sum you are remitted.

F. EVANS.

## ROYAL POLBEROU CONSOLS MINING COMPANY.

**St. Agnes, July 24.**—In compliance with your request, I have been this day underground with Captain Benetta through these mines. I am sorry I cannot as yet report them to be rich, but in several parts they are looking better than when I was here on the 13th inst. The shallow level cross-cut clearing south at Wheel Gentle, is looking kindly, with several small branches of tin in it; this level is going into a very promising piece of ground, and will intersect and prove all the south lodes in the western part. The twenty fathom level, on the North House lode, east of the cross-course, has a better appearance; the lode is increasing both in size and quality. The cross-cut in the forty fathom level clearing north from the South House lode is rather hard, and not as yet of a very promising nature. I believe the Great Pink lode is cut in the cross-cut south at the thirty fathom level, south of Vigers's, but it being so near the cross-course little can be said of its produce or prospects; a week or two opening on it will make great trial. In the fifty fathom level south of Vigers's some kindly branches have been cut, but I think the Great Pink lode is not as yet cut; this level is now unexpectedly come into the fair or soft ground, of the same nature as that in Penrose's pitch in the thirty fathom level, where so much tin has been taken from, and should the Great Pink lode be discovered in this ground there is every reason to expect it rich and prove a great benefit to the mine; Penrose's pitch is greatly improved, and the pitches, altogether, are looking well.

In the Old Polberou the thirty fathom level east, on the Great lode, has a very inviting appearance, with good stones of both tin and copper; this level is approaching to a part of the mine where we anticipate great success: the pitches in the bottom of this level are looking well. The thirty fathom level east has a little copper in the lode, but not of a very promising nature. The forty fathom east, on the Great lode, is looking well; one foot wide, good for tin and copper, and the country of a very pleasing character. The forty fathom level west, on the Great lode, is still poor, but the lode and the country are of a promising description, and hold out inviting indications for a change. The forty-five fathom level east, on the north lode, is in the cross-course, and has not as yet intersected the lode on the other side; this level was very good before it came to the cross-course, and no doubt it will be so on the other side. The forty fathom level west of Williams's, on the north lode, is very good for tin, ten inches wide, going under all the old bottoms west into new ground. Should this continue, it will produce large quantities of tin. This level has been an object of great expectation both to myself and all the agents of the mine, and I was very sorry of its suspension for

nearly two months, to sink a winze in the bottom of an old cross-cut at this level, by the recommendation of the captain who inspected the mines by order of the board, to prove a lode where we were all sure there was no lode; and so it has proved, after a sacrifice from 30l. to 40l., and about two months in time. It may be very well to have the mine inspected occasionally, for the satisfaction both of the shareholders and the agents, but I can assure you, it will require a long time for any stranger to get acquainted with these mines so as to direct their proceedings to the best advantage. It is now upwards of eighteen months since I first inspected Polberou mines, and I must confess that I found great difficulty to get into a thorough knowledge of them. I am well aware your captains are doing their very utmost for the benefit of the mine, and there is as much now doing as ought to be done under present circumstances. When the mine becomes rich, there are other objects that might be pursued, but it would not be prudent to do more at present. The quantity of tin now raising is about twenty-five tons per month, and the expenses from 1300l. to 1400l. per month, but in future, from the improving appearances, I think there will be an increase of tin and a diminution of cost, so that the mine will progressively get better. I have given you a true statement of the mines, and shall at all times be ready and willing to lend every assistance to promote its welfare, and my opinion is still unaltered, that I do believe that the Royal Polberou Consols will ere long make a productive and lasting concern.

WILLIAM MARTIN.

## TRELLEIGH CONSOLS MINING COMPANY.

I have nothing new to report of Shanger, except in the forty fathom level east, towards the cross-course, on the south lode, we have a good branch of ore. I am pleased at the improvement in Christoe, where our prospects are exceedingly promising. We shall raise ore enough this month from this part to pay her expenses, besides opening ground for increasing the quantity. At Williams's also we have a fine looking lode, in the twenty fathom level end, where I propose increasing the number of men. Christoe shaft should be sunk immediately by six men, and the present levels continued with all speed. The fifty fathom cross-cut from the engine-shaft is hard for driving, but the late alteration in the pitwork enables us to work with one-fourth less cost.

W. SINCOCK.

## GREAT WHEEL CHARLOTTE MINE.

**July 26.**—We beg to inform you that we have discovered the lode in the sixty-two cross-cut south, in the east end, but have not sufficiently opened so as to ascertain its quality; but what we have broken of the lode is ore, softer, and otherwise kinder than anything we have ever before seen in this level. In the cross-cut in the sixty-two west we have not cut through the capels, which are very hard, and so they are in the winze over the cross-cut, but the lode itself, which is evidently separating from the capels in its descent, is much softer and speedier for breaking than in either of the upper levels. The lode in the east winze, in the fifty-two fathom level, is four feet wide, ore throughout, and the cutting of the lode in the bottom level has completely unwatered the winze, and also all the stipes in the bottom of the fifty-two, so that we have been enabled to set many more men to work on tribute.

## RAILWAY INTELLIGENCE.

**SOUTH EASTERN RAILWAY.**—John Harvey claimed 1790l. for an 18 years' lease and trade of a place called the "Mulberry-tree public-house," and a little patch of garden on the Dover beach, under the Shakespeare Cliff. He originally claimed 2340l. The whole premises, which we know, are not, in our opinion, worth 200l. The company offered 850l., and a jury gave for value of lease, 456l.; for garden, loss of trade, &c., 422l. 4s., making 878l. 4s., only 28l. 4s. above the company's offer. With this award Mr. Harvey is worse off than he would have been with the company's offer, as he has part of the expenses to pay.

**GREAT WESTERN RAILWAY.**—The *Bristol Journal* says, "On comparing the traffic upon that portion of the Great Western line, which is yet opened, with the traffic of the Liverpool and Manchester, and London and Birmingham Railways, the result is most favourable to the former line, and must satisfy the shareholders that, notwithstanding a temporary depreciation of their property, the Great Western Railway will shortly prove a superior investment to any other line. It must be borne in mind that the arrangements of the company are not yet sufficiently matured to convey a large proportion of the traffic, of various kinds, which is ready to be transferred to the railway when in full working order. But, notwithstanding this, from the opening of the line to Maidenhead (twenty-three miles), on the 4th of June, to the 10th July, the number of passengers conveyed on the line was upwards of 55,000, or an average of 1500 per diem. The receipts during the same period have exceeded 8600l." The same paper adds, "We have little doubt that in a short time the whole line from London to Maidenhead will be in a most satisfactory state, and that public confidence in the undertaking will be stronger than ever."

**GREAT WESTERN RAILWAY.**—We understand the works of this railway are in a much better state than they were; and that the line is not like the same. That the chief fault lies, as we observed, in the carriages, is manifest. A friend of ours, who went down for the purpose of examining the running, assures us, that even between carriages of the first class there is no comparison; one jolting like a cart, while the other he went down by was pleasant and easy. No alteration is contemplated in the line, except completing the packing, which is doing as fast as possible. The carriages, however, that are faulty, are being altered. As to the gauge, about which there has been so much ignorant clamour, we simply mention the following facts, and leave them without another word to the good sense of our readers:—The editor of this journal when the question of an increase of gauge was first mooted, without knowing what Mr. Brunel intended, on a scientific investigation of the subject fixed on six feet as the minimum and six and a half feet as the maximum, or standard. Since that the subject has been deeply considered by men of science, scientific engineers, &c., and if there had been any error these men would quickly have discovered it. But the simple fact is, Von Gertsner has constructed his Zarsko Selo line of eighteen miles, on six feet the minimum gauge, which has now been in work for nearly two years, and works, as we are informed, admirably. Lastly, the Irish commissioners' report, just out, in which are associated, Professor Barlow, Lieut. Drummond, Mr. Vignoles, C. E., and Mr. Macneill, one of the most scientific practical engineers of the day, fixes upon the same minimum gauge of six feet; two inches more are added for the convenience of placing the wheels outside the carriages. On the bank by the side of the railway, the directors are now laying down iron tubes containing wires for communicating with the various stations by means of Wheatstone's electric telegraph. The advantages, if it succeed, will be immense; the expense we have heard about 100l. per mile. The contractor will commence repairing his fault on the Maidenhead bridge this week.—*Railway Mag.*

**RAILWAY COMPENSATIONS.**—Is there no law that will reach men who attempt to plunder companies of the immense sums they sometimes do under the plea of compensation, &c.? If there be not there should. Wherein do these men differ from those who endeavour to obtain money under false pretences? If they were sent to the treadmill, and for a longer time the greater the per cent. claim above the real value, and the higher the rank or wealth of the parties, it would quickly work out more honest claims. In America, if a railroad injure one part of a man's property and benefit another, the excess of damage only is paid. And if it happen that his property is more benefitted than injured, he is compelled to pay a compensation to the company. This is common sense justice, and ought to hold good here and everywhere.—*Ibid.*

**RAILROAD TRAVELLING.**—Travelling by the railroad has been thus facetiously and comprehensively described by a gentleman of Stamford, who lately availed himself of that means of transit:—"All right! off you start: you put your head out of the carriage window to look at the country, get your eyes full of dust, and before you can get them clean, you're in London."

**OPENING OF THE LONDON AND BIRMINGHAM RAILWAY.**—Two paragraphs have been running the round of the newspapers at the same time, one stating that this line will be entirely opened on the 1st of August, the other fixing the 10th of September for that event. We have made some inquiries on the subject, and believe the fact to be, that the time of opening is not yet fixed, though it is not unlikely to be about the beginning of September. We understand that the line is likely to be so far completed on the 21st of August as to permit the shareholders to pass along it to attend the half-yearly meeting; and at that meeting, the time of opening to the public will most probably be formally announced.—*Manchester Guardian.*

**DURHAM JUNCTION RAILWAY.**—It has been officially announced that this railway, which is tributary to that prosperous undertaking, the Stanhope and Tyne Railway, will be opened in about a month. The Durham Junction will afford the facility of shipment on the river Tyne to the rich and extensive coal-field of the county of Durham, south of the river Wear, and may therefore be expected to bring a vast addition to the trade of this port.—*Newcastle Journal.*

**LONDON AND GREENWICH RAILWAY.**—The number of passengers on this line from July 28th to August 3d was 30,195, producing 761l. 11s. Amount received from July 24th to 30th at creek, 36l. 5s. 4d.; footpath, 8l. 5s. 9d.

**GLASGOW, GREENOCK, AND PAISLEY RAILWAY.**—The contractors of this line have commenced operations briskly at Roslin and at the west end of Port-Glasgow. The work going on in the meantime is cutting and embanking; but the other departments of the undertaking are expected to be proceeded with immediately.—*Scottish Guardian.*

**GREAT NORTH OF ENGLAND RAILWAY.**—It is stated, that in consequence of the engineering difficulties which attach to the proposed course of this railway through the county of Durham, the Parliamentary line of road will be altered, and that, avoiding the heavy cutting at Shincliff, use will be made of that splendid bridge recently erected across the river Wear at Fatfield. Economy, and a regard for the interests of the proprietors as well as the public, certainly suggests the propriety of this course.—*Newcastle Journal.*

**MANCHESTER AND LEEDS RAILWAY.**—The contractors for making this railway, through Mirfield, are beginning their operations. This, with the canal being drawn off for the purpose of being cleaned out, and the farmers being busy in the hay-field, causes all labourers to be pretty well employed at present. It is supposed the railway will cause a good deal of work for the next three years, especially to masons, as it will cross the river at three several places, and one of the bridges will have to be a large one, spanning over two mill goits and the road, as well as the river at Ledgard Bridge.—*Leeds Intelligencer.*

**MIDLAND COUNTIES RAILWAY.**—The works on this line are in a great state of forwardness between Nottingham and Derby. Several miles of road are ready for laying the permanent way, and one-half of the whole length will be laid by the end of the present year, unless the weather should prove unfavourable. The public may expect the above-named portion of the line to be opened on the 1st of May, 1839. The line between Nottingham and Derby, it is anticipated, will be better than any yet made, as the rails are stronger in section than any now in use; the blocks are of a very superior quality, and the materials for ballast of the best description for the purpose. A beautiful cast-iron bridge is to be built over the river Trent, at Red Hill, and is to be of three arches span, of 100 feet each. The contractor is now constructing the coffer-dam for the pier; he has also commenced the tunnel through the ridge near Red Hill. From the Trent to Leicester the contractors are proceeding with the greatest possible dispatch. Nearly 4000 men are employed, viz.:—800 on the Nottingham and Derby line, about 1200 between the Trent and Leicester, and nearly 2000 between Leicester and Rugby. The line across the meadows approaching the Nottingham station is proceeding with railroad celerity, and the contractors feel confident that this part of the line will be finished long before the stipulated time.—*Derbyshire Courier.*

**GLASGOW, PAISLEY, AND GREENOCK RAILWAY.**—Such of our readers as are interested in the proceedings of this railway, are informed that the width of gauge recommended by Mr. Locke, viz., 4 feet 8½ inches, is now adopted by unanimous consent, by both the Glasgow and Greenock, and Glasgow and Ayr companies, and there is little doubt but that on the Edinburgh and Glasgow line the same measure will be adopted. By this means when the railways are connected, as they shortly will be, an uninterrupted communication from sea to sea will be effected. We further understand that the Paisley contract was satisfactorily let on Thursday last in two lots, one comprising the splendid bridge over the Cart, to Mr. D. Lyon, and the other, including the remainder of the works through the town, to Messrs. Walter and John King, builders. Heavy gangs of men are this week to be placed on the Bishopston contract, and between Glasgow and Paisley we learn on inquiry that 1000 men will very soon be employed on the road.—*Railway Magazine.*

**ACCIDENT ON THE HAYLE AND PORTREATH RAILWAY.**—On Friday week, as the locomotive engine was about to start with the train from Portreath, a woman named Keast, residing in Illogan, fell across the rail between the waggons, and before the engine could be stopped, three empty waggons, and one waggon laden with three tons of lime, passed over her body, and killed her on the spot. An inquest was held on the body on the following day, by William Hiches, Esq., county coroner, when it appeared that the deceased was the wife of one of the company's labourers, and that she had gone with another female to the Carn Brea Mine, for the purpose of getting a ride to Portreath and back again. At Carn Brea her husband joined them, and they accomplished their outward journey in safety. It was in preparing to return that the accident happened, and in the following manner. When the engine had reached its destination, it was removed to the parallel line to bring back the returning train; and the poor woman attempted to jump from one train to the other. She reached one of the waggons, but lost her balance, and fell over it on her back across the rail; when the remaining waggons of the train passed over her as above stated. The jury returned a verdict of accidental death, with a nominal doand; but completely exonerated the engineers and others in charge of the train from all blame. The deceased was 23 years of age, and had been married but five weeks.—On Tuesday week, George Hookin, a child about six years of age, lost his life by one of the railway waggons passing over his body. It appears that he was playing with the wheel of the waggon as it passed; when it caught him and drew him under it, crushing his arm and shoulder from his body, and mangle him dreadfully. The railway waggons on this part of the road, are drawn by horses and not by steam.

**THE NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY.**—The Bill brought in by this society having passed the Lords and Commons with marked favour, notwithstanding an opposition from one branch of the public service, soon received the Royal sanction, and is now a law of the land. Understanding that measures are being taken to establish a branch of the society in Birmingham, we deem it right our readers should have some intimation of its principles, especially as several London journals have been strenuously recommending them, and we find the guardians of some poor-law unions complimenting the originators of the plan on its tendencies to elevate the working classes, through means of their own industry and providence, by enabling them to provide for old age and sickness, as well as for their families after death. In one respect the society differs from other provident institutions, we mean in the department of life assurances, in which whatever advantage it may have over them, will lie in the extensive field of its operations which it must attach by its other attractive features. These, which are most important and peculiar to this system, being admirably adapted, not alone to the wants and contingent means of the working and middle classes generally, but in particular of professional men, will engage our attention in some future number, when we shall hear that the steps taken in Birmingham for extending the society have progressed.—*Birmingham Advertiser.*

**CORNISH SILVER.**—A large plate of this valuable metal was taken from the furnaces of Messrs. Michell and Co.'s lead works, at Penpoll, near Truro, on Tuesday se'night. The precise weight of this plate we do not know, but we believe it was about 7000 oz. The plate extracted the preceding month weighed between 6000 and 7000 oz., and we understand that the quantity of silver in its pure state obtained at the works during the last twelve months exceeded 50,000 oz.

**ACCIDENT AT TINCROFT MINE.**—On Sunday, the 15th ult., a miner, named John Craze, of Camborne, met with an accident, which terminated fatally on Saturday last, under the following circumstances. It appears that the unfortunate man was employed to assist the engine-man, during what is called "stem time," that is, from Saturday night to Monday morning; and that in the execution of his duty on the Sunday evening he went to the upper story of the engine-house, in company with the engine-man, for the purpose of oiling the machinery, in doing which he fell between the "bob" and the "span beam," and was carried down by the stroke of the engine into a space not exceeding 4½ inches in width. He was again brought up to the level of the bob-plot by the machinery, when the engine-man, at the risk of his own life, rescued him from his perilous situation; but his body, particularly across the chest, was so compressed, that his breath was escaping through apertures in his sides, the whole frame being so crushed, that it was impossible for him long to survive the accident. For some days he was kept in a sitting posture on the litter on which he had been conveyed to his residence, the medical attendants being of opinion, that if he was laid back, death must instantly ensue. After a day or two, he appeared to rally a little; and just before he died, he actually arose and walked up stairs without much assistance. He was a widower, and has left a young and numerous family in a very destitute condition.



### PRICES OF MATERIALS IN CORNWALL.

PRICES OF MATERIALS IN CORNWALL.									
AS SUPPLIED AT THE PRINCIPAL MINES IN THE FOLLOWING MONTHS.									
	3 & 4	5 & 6	7 & 8	9 & 10	11 & 12	13 & 14	15 & 16	17 & 18	19 & 20
Common iron, per cwt.	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d
Half-inch square ditto, and	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d	10s 6d
Five-eighths ditto	11	11	11	11	11	11	11	11	11
Best tough whin chain	30	30	30	30	30	30	30	30	30
Boiler plates	14	14	14	14	14	14	14	14	14
Hoop iron	14	14	14	14	14	14	14	14	14
Nail rods	11	11	11	11	11	11	11	11	11
Miners' shovels	32	32	32	32	32	32	32	32	32
Chains, from	16	16	16	16	16	16	16	16	16
Gunpowder, per lb.	36	36	36	36	36	36	36	36	36
Leather, per lb.	2	2	2	2	2	2	2	2	2
Coals, per ton, at quay	14	14	14	14	14	14	14	14	14
Candles, per dozen lbs.	5	5	5	5	5	5	5	5	5
Tallow, per cwt.	50	50	50	50	50	50	50	50	50
Ropes	36	36	36	36	36	36	36	36	36
Flat ropes	36	36	36	36	36	36	36	36	36
Hemp	36	36	36	36	36	36	36	36	36
White yarn, per lb.	0	0	0	0	0	0	0	0	0
White rope	0	0	0	0	0	0	0	0	0
Brass-wire sieves, each	4	4	4	4	4	4	4	4	4
Ditto machine	13s	0	13s	0	13s	0	13s	0	13s
Iron-wire ditto	3	2	3	2	3	2	3	2	3
Wire work, per foot	5	4	5	4	5	4	5	4	5
Board nails, per cwt.	2	0	2	0	2	0	2	0	2
Half-board ditto, per 1000	5	9	5	9	5	9	5	9	5
Hatch ditto	4	0	4	0	4	0	4	0	4
Half-hatch ditto	2	10	3	0	3	0	3	0	3
Lined oil, per gallon	3	9	3	9	3	9	3	9	3
Chop ditto	3	9	3	9	3	9	3	9	3
Rich, per bush	7	7	7	7	7	7	7	7	7
Flint	1	6	1	6	1	6	1	6	1
Sheet lead, per cwt.	24	0	24	0	24	0	24	0	24
Barrow bands	11	0	11	0	11	0	11	0	11
H 2 steel (112lbs.)	32	0	32	0	32	0	32	0	32
28. nails	21	0	21	0	21	0	21	0	21
Shovel bits	2	0	2	0	2	0	2	0	2
White ground lead	36	0	36	0	36	0	36	0	36
Red lead	31	0	31	0	31	0	31	0	31
Best rolled iron	12	0	12	0	12	0	12	0	12

\*.\* The figures at the top of the columns refer to months—as 1 Jan., 2 Feb., &c.

PRICES OF SHARES AT LIVERPOOL.									
	s.	d.		s.	d.				
Liverp. & Manch. Railway	100	26	0	Leicester & Swanning, do.	50	74	10	0	
Ditto Quarters	25	50	0	London and Southampton	50	43	0	0	
Ditto New Halves	25	70	0	New shares.	15	38	10	0	
Manchest., Bolton, & Bury				Birmingham and Derby	20	....			
Railway and Canal	78	72	10	Ulster	....	5			
Manchest. & Birmingham	7	7	17	Liverp. & Har. W. Works	200	432	10	0	
Richmond and Chester	16	17	6	Bottle ditto	....	320	0	0	
Chester and Chester	5	3	6	Liverpool Coal Gas	....	348	0	0	
Bolton and Leigh ditto	100	64	0	Liverpool & New Gas	100	190	0	0	
Warrington & Newton do.	100	....		Exchange Buildings	....	163	0	0	
Kenyon and Leigh ditto	100	....		Ocean Assurance Company	10	7	2	6	
Wigan Branch ditto	100	....		Liverp. Marine Assur. Co.	25	10	2	6	
North Union	100	75	10	Bank of Liverpool	....	124	23	17	
New shares	40	64	10	Manchest. and Liverpool					
St. Helens & Runcorn	Gap 100			District Bank	....	15			
Grand Junction ditto	100	227	0	Royal Bank of Liverpool	500	673	0	0	
Easton and Warrington	do.	174	0	Bank of Liverpool	10	20	2	6	
Quarter shares	5	29	10	Union Bank of Liverpool	....	18	12	6	
Leeds and Manchester do.	30	47	0	Liverpool Banking	....	10	2	6	
Hull and Selby	10	....		Albion	....	25	25	0	
Midland ditto	30	....		Northern & Central Bank					
North Midland ditto	45	48	10	of England	....	10	2	10	
South Eastern	7	....		Commercial Bank of Engl.	5	....			
Birmingham & Gloucester do.	20	....		North & South Wales Bank	10	9	15	0	
Great Western Railway	65	89	10	Bank of Manchester	....	13	10	0	
Eastern Counties	73	6	2	Wills and Dorset Bank	....	10	....		
Edinburgh and Glasgow	5	37	6	East of England Bank	....	15	12	6	
Ditto new	5	3	2	Borough Bank	....	74	13	10	
Edinb. Leith, & Newhaven	5	....		South Lancashire Bank	....	74	7	0	
Glasg., Paisley, & Greenock	4	4	0	Woodside Ferry	....	25	....		
Ditto, Kilmarnock, & Ayr	5	....		Royal Rock Ferry	....	20	14	2	
London and Brighton	11	9	10	Monk's (Woodside)	....	13	7	2	

METEOROLOGICAL JOURNAL, 1838.					
July	Thermometer.	Barometer	July	Thermometer.	Barometer
Thursd. 26	from 47° to 67°	29.92 to 29.78	Monday 30	.. 46 .. 65	29.60 .. 29.71
Friday. 27	... 56 .. 66	29.69 .. 29.75	Tuesday 31	.. 47 .. 70	29.76 .. 29.86
Saturd. 28	... 51 .. 67	29.78 .. 29.68	Wednesd. 1	... 44 .. 70	29.94 .. 29.91
Sunday 29	... 50 .. 65	29.68 .. 29.56			

Generally clear, except the 24th and 29th, and afternoon of the 30th ult., and 1st inst., when rain fell; distant thunder, accompanied with rain and hail on the afternoon of the 30th.

CORN EXCHANGE, AUG. 3, 1838.		
Wheat.... p.Qr. 58s to 75s	Malt..... p.Qr. 50s to 60s	Oats..... p.Qr. 20s to 30s
Rye..... .. 30s to 36s	Peas..... .. 32s to 42s	Barley..... .. 7s to 8s
Barley .. .. 28s to 36s	Beans..... .. 32s to 40s	Polland..... .. 14s to 20s
AVERAGE PRICE OF GRAIN, per Quarter.		
Wheat   Barley   Oats   Rye   Beans   Peas		
69s. 1d.   31s. 8d.   22s. 10d.   36s. 4d.   38s. 2d.   34s. 4d.		
AGGREGATE AVERAGE FOR THE LAST SIX WEEKS.		
67s. 8d.   31s. 7d.   22s. 9d.   35s. 10d.   37s. 7d.   36s. 8d.		
DUTY ON FOREIGN CORN.		
18s. 8d.   15s. 4d.   13s. 9d.   16s. 9d.   14s. 0d.   16s. 2d.		
PRICES OF SEEDS.		

Linseed.....4¢ to 5¢s per Qr.	Coriander Seed . 10s to 12s per Cwt.
Bitto Cake .....11¢ 0s per 1000	Clover Seed .. red 50s to 85s do
Rapeseed .....32¢ to 36¢ per Last	Bitto ..... white 50s to 63s do.
Bitto Cake .....5¢ 10s per ton	Mustard Seed, 7s to 9s per Bus.
Carraway Seed..40s to 45s per Cwt.	Bitto ..... brown 8s to 12s do.

SMITHFIELD, England, Aug. 2

To sink the offal—per lb.

Beef	....	8s.	4d.	3s.	10d.	4s.	2d.	Veal	.....	4s.	0d.	0s.	0d.	5s.	2d.
Best Down & Polled Mutton	.....	5s.	0d.	Pork	.....	4s.	4d.	3s.	0d.	5s.	4d.				

Head of Cattle on Monday—Beasts, 3022; Sheep, 30,050; Calves, 220; Pigs, 411.

Head of Cattle this day—Beasts, 807; Sheep, 12,700; Calves, 430; Pigs, 470.

NEWGAT AND LEADENHALL.—By the Carcase.									
Beef .....	3s. 0d.	3s. 4d.	3s. 8d.	Veal .....	3s. 0d.	4s. 0d.	5s. 0d.		
Mutton ...	3s. 4d.	4s. 0d.	4s. 2d.	Pork .....	3s. 4d.	4s. 4d.	5s. 0d.		
<b>ROMFORD.</b>									
Oxen .....	3s. 8d.	4s. 4d.	Lambs .....	4s. 8d.	5s. 4d.				
Cows and Heifer ...	2s. 10d.	3s. 6d.	Calves .....	4s. 4d.	4s. 6d.				
Sheep .....	4s. 0d.	4s. 6d.	Pigs .....	4s. 0d.	4s. 6d.				

FROM THE LONDON GAZETTE,  
*Tuesday, July 31.*  
 INSOLVENTS.  
 July 30, James Miller, Drury-lane, stationer—July 31, John Farrant, Mereworth,  
 Kent, grocer.

**BANKRUPTCIES SUPERSEDED.**  
David Ward, Manchester, iron-merchant.  
Thomas Rogers, Gloucester-terrace, Mile-end Old Town, bill-broker.

**BANKRUPTS.**  
J. Ewanke, Crawford-street, Marylebone, draper. [Ashurst and Co., Cheap-side.  
M. Morgan, Bloomsbury-square, lodging-house-keeper. [Finch, Clement's-lane.

A. Ball, Salcombe, Devonshire, ship-builder. [Surr, Lombard-street.  
W. Woodrow, Yeovil, Somersetshire, innholder. [Dean, Guildford-street.  
W. Butt, jun., Herne-bay, Kent, schoolmaster. [Egan and Co., Essex-st., Strand.  
CERTIFICATE to be granted, unless cause be shown to the contrary, on or  
before Aug. 21.  
A. More, Old Broad-street, warehouseman—T. Jenkins, Brecon, maltster—M.

Exley, Bromsgrove, Worcestershire, mercer—S. Hoadley, New Bond-street, coach-maker—E. Hill, Thames-street, corn-dealer—J. Esdaille, Manchester, hatter—S. Ludgrove and W. Quelch, Reading, auctioneers—W. Barnes, Andover, ironmonger—R. Campbell, Deritend, Warwickshire, brass-founder—F. Cox, Northampton, inn-keeper.

---

*Friday, August 3.*

**INSOLVENTS.**

Aug. 2—John Green, sen., John Green, jun., and Charles William Green, Otham Mills, Kent, paper-manufacturers.

**BANKRUPTCY SUPERSEDED.**

John Taylor, Little Pulteney-street, Golden-square, cheesemonger.

**BANKRUPTS.**

G. Pierce, Wellington, Shropshire, druggist. [Newman, Lincoln's Inn-fields.  
W. Barrett, Haselbury, Plucknett, Somersetshire, girth webman. [Holme, Loftus,  
and Young, New Inn. [worth, Staple Inn.  
J. Farrer, T. Calverley, and W. Mayors, Elland, Yorkshire, card-makers. [Rush-  
t. Gough, Stourbridge, Worcestershire, worsted-dealer. [Wedlake, King's Bench-  
walk, Temple.

**COAL MARKET, LONDON.**

**MONDAY.**  
Price of coals per ton at the close of the market:—Adairs 17 6, Burdon 19, Holywell Main 21, Ord's Redheugh 16, Original Pontop Wudsor 19, South Tanfield 15 9, South Hartley 18 6, Wylam 19 6, W. E. Bewicke and Co. 21 3, Brown's unscreened 16, Clark and Co.'s 1s, Hilda 20 6, Killingworth 19 6, Newmach 19, Belmont 22 3, Raddyll's Hetton 22 3, Hetton 23, Lambton 22 9, Russell's Hetton 22 9, Stewart's

**MONDAY.**  
Price of coals per ton at the close of the market:—Adairs 17 6, Burdon 19, Holywell Main 21, Ord's Redheugh 16, Original Pontop Wudsor 19, South Tanfield 15 9, South Hartley 18 6, Wylam 19 6, W. E. Bewicke and Co. 21 3, Brown's unscreened 16, Clark and Co.'s 1s, Hilda 20 6, Killingworth 19 6, Newmach 19, Belmont 22 3, Raddyll's Hetton 22 3, Hetton 23, Lambton 22 9, Russell's Hetton 22 9, Stewart's

Hartlepool 23, Barre 21 3, Gordon 20 9, South Durham 21, Tees 21 9, West  
 Hetton 21, Blyth 15 6, Brampton Main 15 9, Graigola 25, Garforth Main 15, Hartley  
 6 6, Mamston Main 16, Welch Steam 22 6.—Ships arrived, 28.  
**WEDNESDAY.**  
 Carr's Hartley 19 6, Newcastle Hartley 16 6, Holywell Main 21, Ord's Redheugh  
 1, Pontop Windsor 19, South Taffwell 15 9, Tansfield Moor 22, Townley 17 6, Wylam  
 4, W. F. Bell and Brown 24 6, Heaton 21 6, Killingworth 30, Newcastle 14 6.

3, W. E. Bell and Brown 22 6, Heaton 21 6, Ramingworth 20, Newthorpe 19 6, Pradley's Hetton 22 9, Haswell 22 9, Hetton 23, Lambton 23, Russell's Hetton 22 9, Hewart's 23, Whitwell 22, Hartlepool 23, Dixon's Butterknowle 16 6, Adelaide 21 6, Harrington Ties 19 6, Brown's Deanery 19 3, Seymour Ties 20 6, South Durham 16 6, West Hetton 21 3, Brampton Main 15 9, Graigola 25, Garfield Low Main 15, Pradley 21, Nevill's Llanelly 25, Elgin 21.—Ships arrived, 36.

**FRIDAY.**

Adairs 18, Bensham 17 6, Burdon 19 6, Holywell Main 21 3, Ord's Redheugh 16,  
 Pontop Windsor 19, Russell's High Main 17 6, Smith's Primrose 17, South Hartley  
 6, Townley 17 6, Willington 21 3, Wylam 20, W. E. Heaton 22, Hilda 20 9, Kil-  
 gworth 20 6, Newmarch 20, Riddell's 21 6, Belmont 22 6, Braddyl's Hetton 23,  
 aswell 23 3, Hetton 23 3, Lambton 23 3, Whitwell 22, Hartlepool 23 3, Adelaide  
 9, Barrington Tees 20, Clarence Hetton 16 6, Flintoff Tees 20 6, Gordon 21 3,

Wymour Tees 21, Tees 22 3, Victoria Tees 21 6, Brampton Main 10, Staveley 13, Wavonshire 19, Elgin 21.—Ships arrived, 43.



## PRICES OF SHARES

## JOINT STOCK BANKS

No. of Shares.	NAME OF COMPANY.	Amount of Shares.	Amount paid up.	Price.	Dividend per Annum.	Next Dividend Payable.
25,000	Agric. & Com. of Ireland.	25	10	—	—	—
5,000	Australasia .....	40	40	61	8	Jan.
1,500,000	Bank of Scotland .....	—	834	204	—	—
10,000	Bank of Birmingham.	50	10	—	—	Mar.
20,000	Birmingham Bank.	50	10	19	10	—
500,000	British Linen Co.	100	100	—	—	—
20,000	British North Amer.	50	20	214	19	—
1,000,000	Commercial .....	100	100	163	—	—
20,000	Colonial .....	100	26	—	—	—
3,000	Equitable Loan Co.	—	3	10	—	—
10,000	Foreign Banking Co.	—	3	9	—	—
2,000,000	Glasgow Union .....	50	50	65	—	—
10,000	Gloucestershire .....	50	10	—	—	Feb.
5,000	Hampshire .....	50	5	—	10	Aug.
10,000	Hibernian .....	100	25	—	4	—
3,000	Deans & Co. Ltd.	100	25	—	—	Mar.
30,000	London & Westmins.	100	23	234	5	Aug.
3,000	Lancaster .....	100	20	—	—	Aug.
25,000	Liverpool .....	100	10	233	6	July
60,000	London Joint Stock Co.	50	13	12	5	June
100,000	Manch. & Liver. Dis.	100	15	20	7	Oct.
20,000	Manchester .....	100	25	27	—	Aug.
20,000	Manx & S.W. Islands.	20	10	19	10	—
20,000	North & South Wales.	10	10	16	—	—
500,000	National Scotland.	10	10	13	5	—
20,000	Natl. Bank of Ireland	50	174	16	—	—
10,000	Nat. Provinsl. Engl.	100	35	344	5	Jan.
80,000	Nor. & Cnt. B. of Eng.	10	10	—	—	Dec.
10,000	North Wilts.	25	5	8	—	July
20,000	Provinc. Bk. of Ireland	100	25	422	8	—
4,000	ditto New York.	10	10	17	8	—
2,000,000	Royal of Scotland.	—	100	—	—	—
7,000	Royal African .....	—	—	5	—	—
20,000	S. of Ireland, Cork.	25	5	5	—	—
500,000	Western of Scotland	—	30	—	—	—
50,000	W. of Eng. & S.W. Dis	20	124	124	—	—
20,000	Wilts and Dorset ..	15	74	74	5	—

## GAS LIGHT AND COKE COMPANIES

200 Alliance	10	5	—	—	—
200 Bath	20	16	—	—	13 Sept.
500 Bradford	25	25	—	—	10
500 British	40	16	214	14	Nov.
5,000 Do. Provincial	20	19	224	—	—
428 Birmingham	50	50	94	54	Sept.
2,900 Birn. & Staffordshire	50	50	76	4	—
600 Brentford	50	—	30	4	April
500 Dudley	20	—	36	2	Feb.
500 Brighton	20	20	102	34	—
750 Do. New	20	18	9	—	—
2,471 Brighton, General	20	20	17	44	Nov.
363 Carlisle	25	—	—	—	—
1,000 Continental Consolidat.	75	624	90	4	Nov.
240 Canterbury	50	50	55	6	Jan.
200 Chelmsford	50	50	42	4	Dec.
300 Cheltenham	50	50	46	4	Dec.
1,000 City of London	100	100	196	10	Sept.
600 Do. New	100	60	114	6	Oct.
800 Coventry	25	25	25	—	—
200 Derby	50	50	—	—	—
180 Dover	50	—	—	—	—
600 Exeter	20	20	184	5	—
500 Edinburgh & Glasgow	25	14	—	—	—
240 Exeter	50	50	—	—	—
1,000 Equitable	50	50	304	44	April
1,000 European	20	13	—	—	Aug.
450 Glasgow	25	—	—	—	—
1,000 Greenwich Railw. Gas	50	50	1	—	—
1,000 Imperial	50	50	50	24	—
1,000 Do. Bonds	100	100	—	—	—
200 Ipswich	—	10	—	—	—
800 Isle of Thanet	25	20	20	5	Aug.
350 Independent	30	30	49	6	Oct.
240 Leicester	50	50	—	—	—
750 Leith Coal Gas	20	20	—	—	—
1,000 Liverpool	2424	2424	310	22	—
1,000 Do. N. Gas	100	100	—	—	—
Do. (New Do.)	—	—	—	—	—
200 Maidstone	50	50	100	9	Feb.
1,000 Phoenix	50	39	23	3	June
579 Portsea	—	53	—	—	—
340 Poplar	50	50	—	—	—
1,000 Ratcliff	50	50	—	—	—
480 Rochdale	100	80	58	4	Sept.
1,000 South Metropolitan	50	15	—	24	Aug.
600 Sheffield	—	164	—	—	—
1,000 Shrewsbury	—	10	—	—	—
120 Swansea	50	50	—	—	—
200 United General	50	46	294	5	Jan.
240 Warwick	50	50	50	5	Jan.
400 Wakefield	50	50	224	14	Oct.
750 Warrington	20	20	224	—	Oct.
1,000 Westminster Chartered	50	50	55	3	Dec.
1,000 Ditto New	50	10	92	128	Dec.
200 Worthing	50	50	—	5	Aug.
800 Yarmouth	—	—	—	—	—

\_\_\_\_\_

DOCKS.						
3,400 Commercial	100	100	56	3	Jul	—
5,667 East India	Stock	100	100	107	6	Aug.
5,666 Ditto Additional				6	—	—
3,038 East Country	Stock	100	100	74	6	—
8,310 London	Stock			602	23	Dec
Ditto Bonds				101	—	—
2,000 West India	Stock			1063	4	Dec
2,099 Bristol		147	147	80	2719	Dec
324 Ditto Notes				113	5	Nov
750 Folkestone Harbour		50	50	—	—	—
1,000 Ditto Bonds				1	5	—
1,000 Grand Collier Docks		50	1	14	—	—
2,752 St. Katharine.	Stock	100	100	1024	5	Jan.
1,000 Ditto Bonds				102	44	Oct.
1,000 Do. Bonds for 10 years				1004	—	—
1,500 Deptford Pier		20	3	11	—	—
1,000 Herne Bay Pier				—	—	—
BRIDGES.						
100 Hammersmith	50	50	224	10s	Jan	—
1 Southwark w. new sub.	634	634	2	—	Dec	—
100 New of 74 per cent.	50	50	1	—	—	—
1 Vauxhall	704	704	23	17s	Dec	—
8 Waterloo	100	100	3	—	—	—
10 Do. old Annuities of 81.	60	60	19	18s 6	Feb	—

0 Do. new do. of 71. . . . .	40	40	17½	1684	Feb
0 Ditto Bonds . . . . .	..	..	118	5	Feb

WATER WORKS.							
Birmingham .....	25	25	21	9s	—	—	—
Colchester .....	100	100	—	—	—	—	—
East London .....	100	100	160	6	Jan	—	—
Glasgow .....	50	50	—	—	—	—	—
Grand Junction .....	41	41	59	2	Jan	—	—
Edinburgh Joint Stock .....	25	25	—	—	—	—	—
Kent .....	100	100	43	2	Jan	—	—
Liverpool Board .....	220	220	326	10	Jan	—	—
New River Lond. Bridge	—	—	—	—	—	—	—
Water Annuities .....	—	—	59	24	Oct	—	—
Manchester & Salford .....	100	30	54	13	Mar	—	—
Portsea Island .....	50	50	—	—	—	—	—
Portsmouth & Farlington .....	50	50	—	—	—	—	—
Do. New .....	50	50	21	1	Mar	—	—
Reading & Ramsgate .....	50	50	0	0	—	—	—
Vauxhall, late So. Land .....	100	100	87	4	Oct	—	—
West Middlesex .....	63	63	95	4	Dec	—	—
York Building Co. L. P. .....	100	100	35	17	Oct	—	—

  

ROADS.			
Archw. and Kent Tn. ....	30	30	188
Barking .....	100	100	224
Commercial .....	100	100	18
Do. East India Dock Br. ....	100	100	—
Great Dover Str. ....	70	—	216
Highgate Archway .....	30	30	2

4 New North Rd.	Stock 100	100	..	.	-
-----------------	-----------	-----	----	---	---

LITERARY INSTITUTIONS.				
Adeelaide Gal. of Science	50	..	..	..
London, w. Bronze Tick.	75	75	204	..
London University	100	100	244	..
Russell	25	25	7½	..
King's College	100	100	26	..

Printed and Published by HENRY ENGLISH,  
 Proprietor, at his Office, No. 12, Gough-square,  
 St.-street, in the city of London; where all Com-  
 munications and Advertisements are requested to be  
 forwarded, post-paid.—Saturday, Aug. 4, 1838.

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26